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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

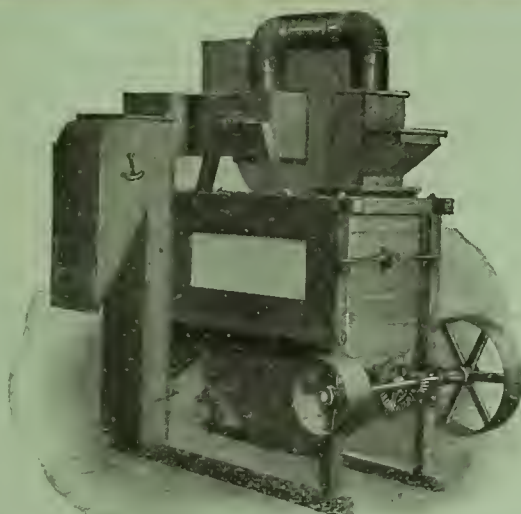
VOL. XXI.

CHICAGO, ILLINOIS, MARCH 15, 1903.

No. 9.

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When you see it you will order one.
Send for description and prices.

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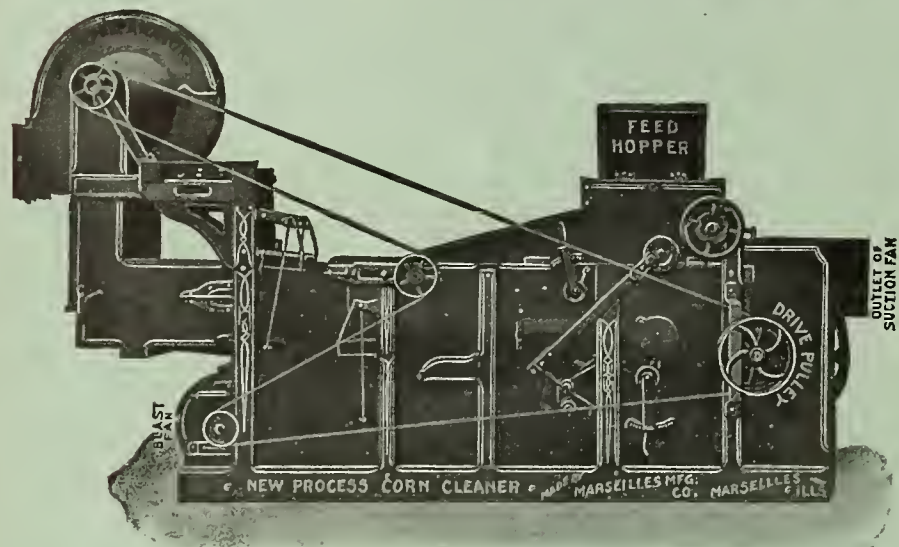
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The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern states or the unhusked corn of Southern states.

*If you're going to buy a Corn Sheller
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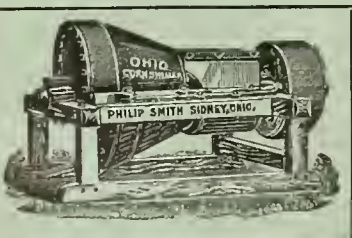
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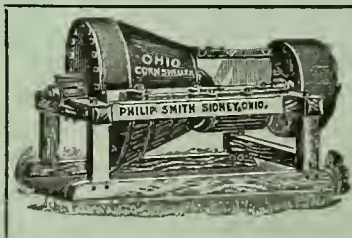
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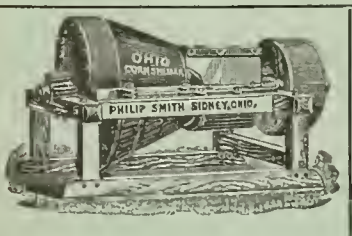
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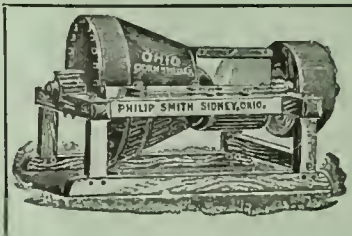
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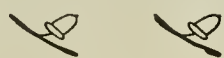


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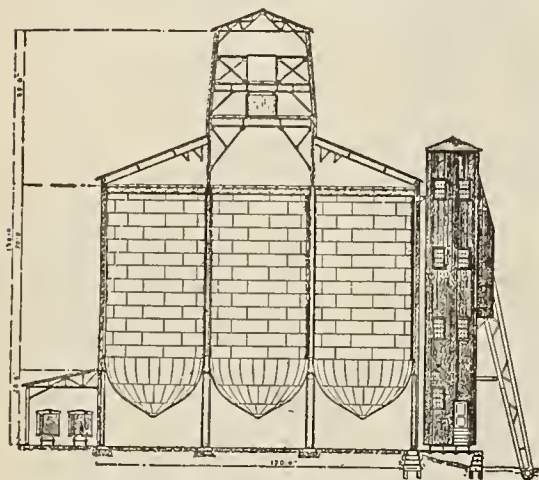
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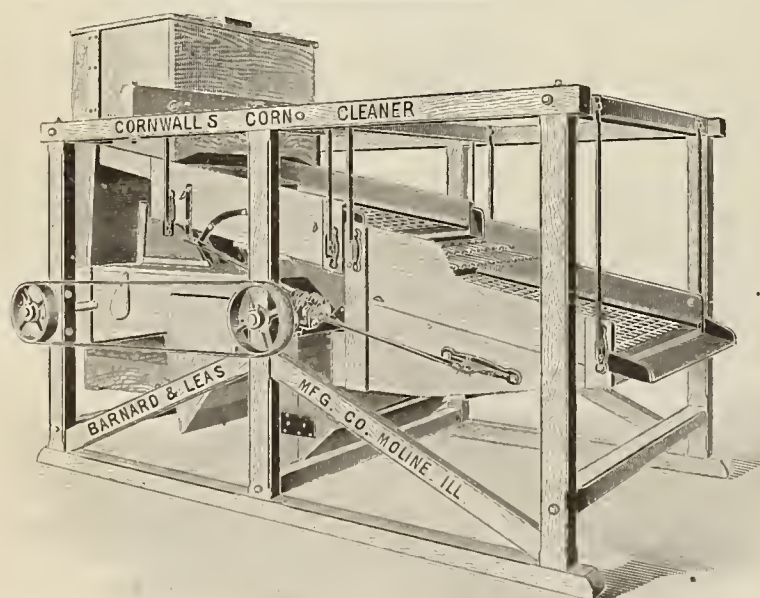
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Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
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The Cornwall Corn Cleaner will clean your corn thoroughly in one operation. Its patent finger sieve will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

The shaker is made in two parts and is constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve, and give it a chance to make a better separation.

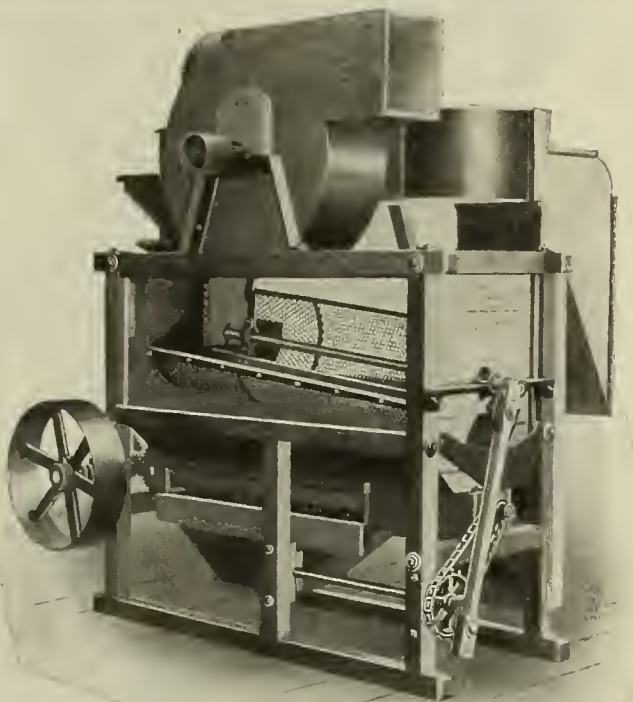
Other features described in our circular.

We also make or supply everything needed in the elevator line.

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MOLINE, ILL.



THE NON-VIBRATING CORN CLEANER

(See page 447 for description)

Motion, Only 30 Per Minute.

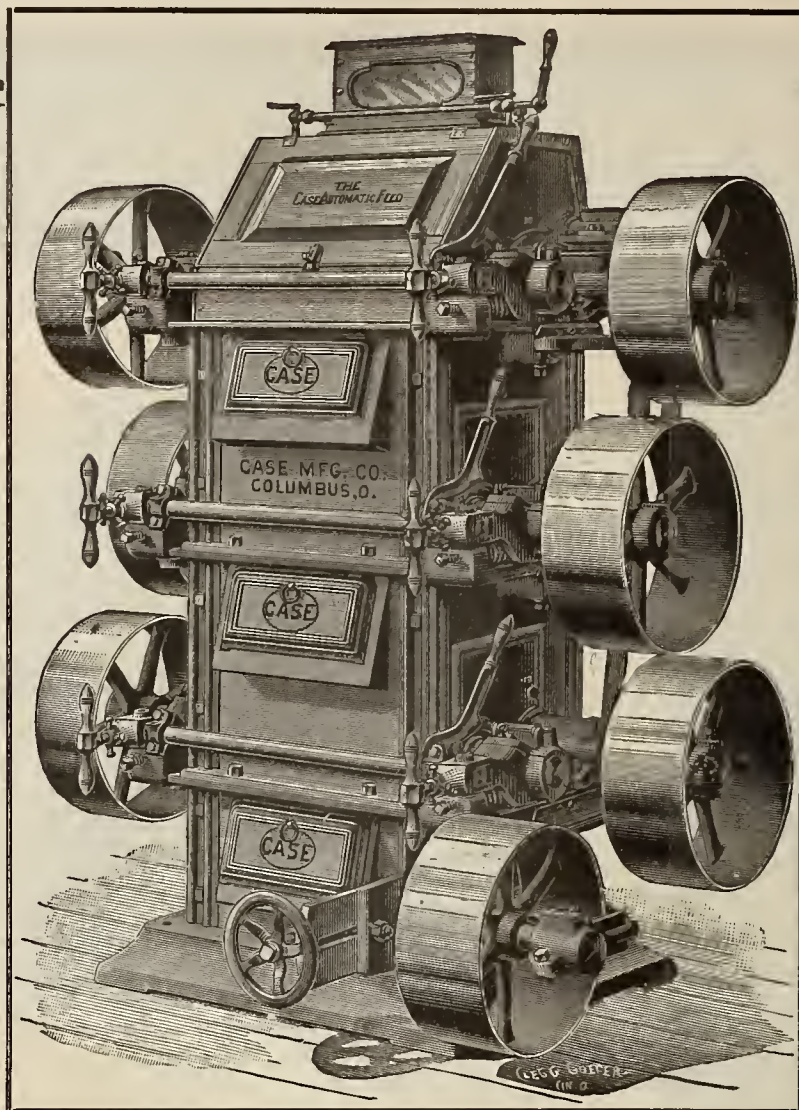
The **BEALL NON-VIBRATING CORN CLEANER** succeeds a long list of the old style shaking, vibrating cleaners. No one seeing it in operation will ever again purchase the shaking, vibrating cleaner. It is the only cleaner using the rocking motion for cleaning grain, and over a year's actual experience has demonstrated its superiority over the old style shaking, vibrating method of cleaning and separating grain. The motion of its sieve is only *thirty* per minute. It runs easy, cleans grain perfectly, will run for years after other cleaners are in the scrap pile, and is all enclosed and therefore dustless. Those already using it declare it to be a "revolution in grain cleaners," and we are anxious to prove to you that it is what you need. Write for prices and descriptive matter.

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It Only Requires A Small Outlay

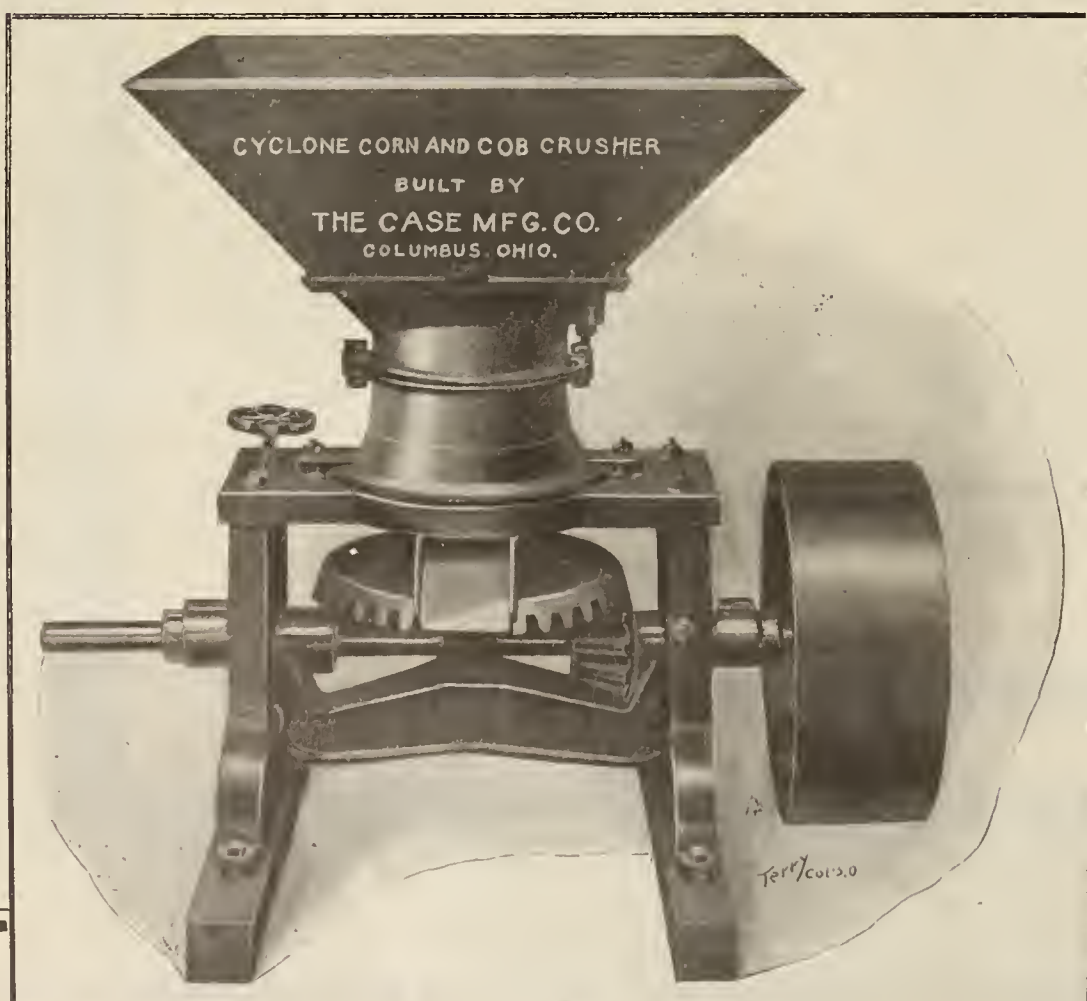
of money to equip yourself for the production of as fine a meal and feed as the most critical may want and it will prove the best investment you ever made.

Thousands have found it so, why not you?



Our Three-High Six-Roller Machine

is easily and readily adapted to grinding of feed or meal and there is not a crusher on the market that will do as much and as good work as the *CYCLONE*.



These two machines are all you need for average requirements. Even if you want it, a meal bolt is not expensive and we shall be pleased to name you most tempting prices for the asking.

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Manufacturing Co.
COLUMBUS, OHIO

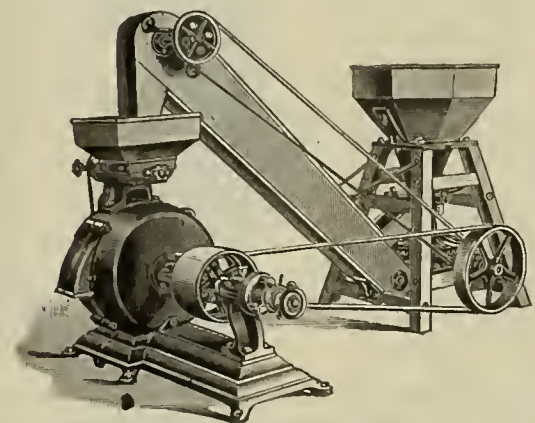
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Corn and Cob Outfit

Costs next to nothing for repairs. It is built for service and will do more work with less power than any other similar outfit on the market.

□ With this outfit you can make money and at the same time satisfy your customers.

We have testimonials from a great many users of these machines. Here is a specimen:



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Camp Hill, Pa.
Gentlemen: The 12-inch combined mill and crusher which I bought of you October 3, 1895, has given me and my customers the very best of satisfaction. Have been using it since then and the only cost for repairs has been about \$2.00 which was caused by ourselves. I am using a 5 horse power motor for power and am able to grind from 10 to 15 bushels per hour and can fully recommend these mills to anyone wanting a good substantial first-class mill.
Yours truly,
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DURING the past two months we have added very largely to our manufacturing facilities by the purchase of additional machinery and the erection of a new building. These improvements, together with our former excellent facilities, enable us to make prompt shipments and reasonable quotations. We are in a better position than ever before to make attractive bids on complete Elevator Equipments and suggest to those who contemplate the building of new Grain Elevators or making changes and extensions to send us specifications for our quotations.

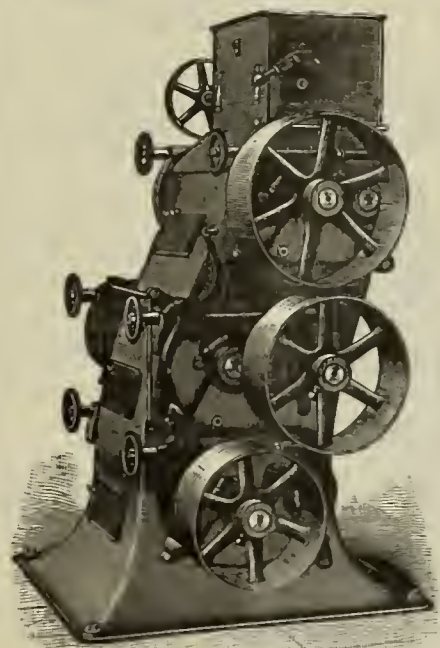
Many of the largest elevators in this country are equipped with our machinery and the high standard of quality, design and workmanship that characterizes all "S-A" machinery will be strictly maintained.

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CUSTOM WORK!

UTILIZE YOUR POWER
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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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Conveying, Elevating and Power-Transmitting Machinery

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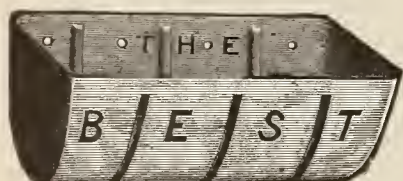
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CALDWELL HELICOID CONVEYOR.

Specialties for
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THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
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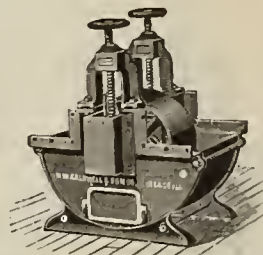
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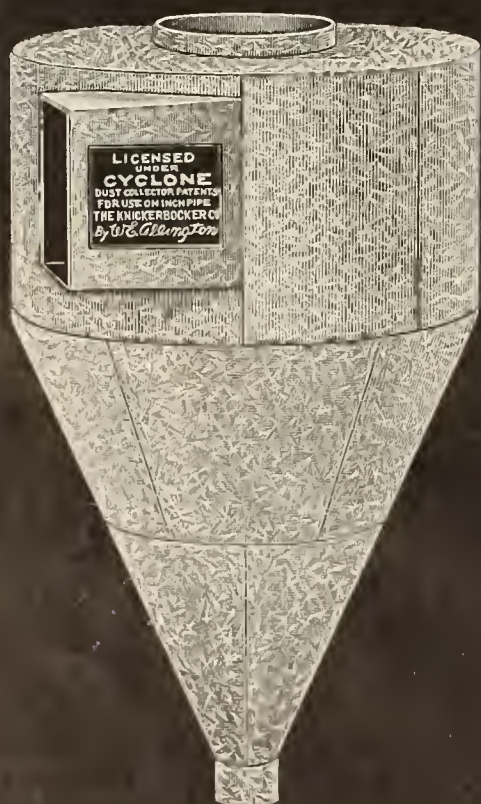
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It is a Mutual Company which insures
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For fifteen years in continuous use in many of the big elevators and mills of the country.

Saves time, gets the men around oftener, insures better service.

Let me refer you to scores of enthusiastic users.

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DRYER AND CONDITIONER

For Drying Damp Wheat,
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The "Eureka"

Wheat Washer, Whizzer and Dryer

For Completely Cleaning Smutty and
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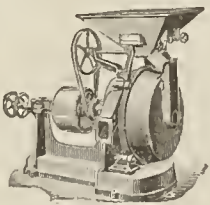


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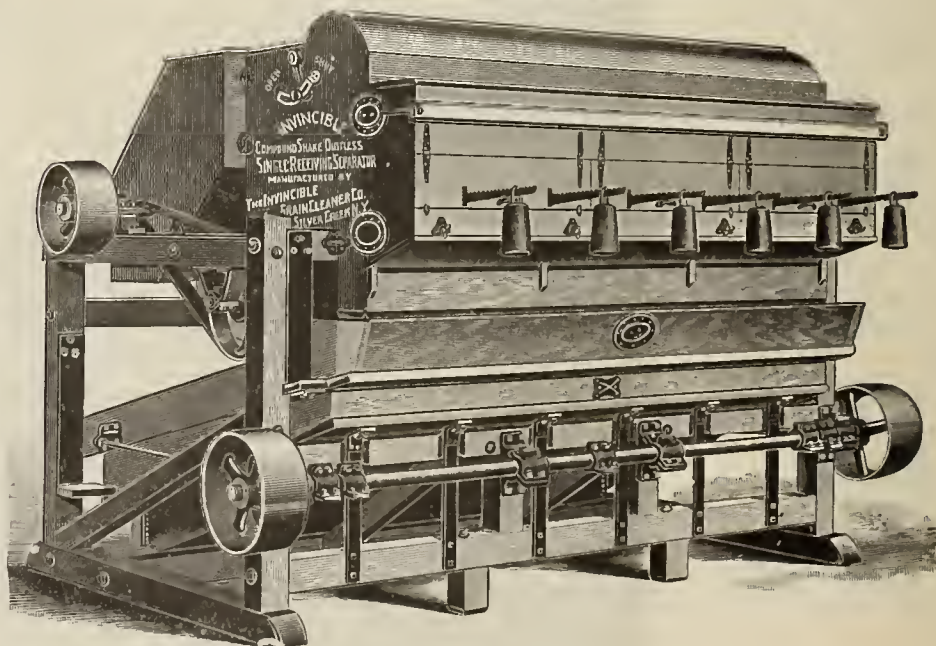
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NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



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Also Manufacturers of the

Needle Screen Gravity Separator and Spiral Belt Separator.

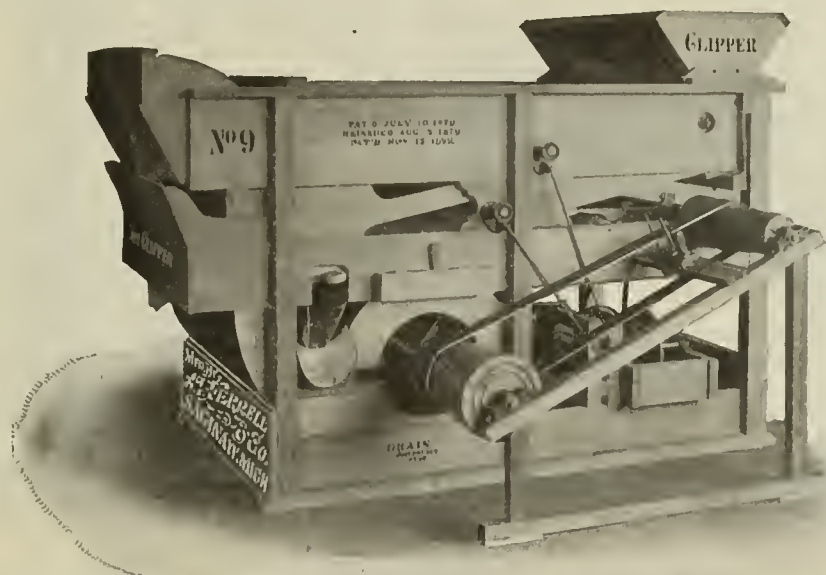
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Our Traveling Brush Cleaner will pay for itself in one year in time saved to the operator. After the machine and brushes are once regulated, they will run without personal attention, the brushes will keep the screens clear at all times, and the results will far exceed results secured by using a cleaner without traveling brushes.



With the air controller, the blast can be regulated to blow out all imperfect seed or grain, the importance of which all dealers appreciate.

Our machines are guaranteed to be first-class in every particular, to require a smaller amount of power than any other cleaner of equal capacity, and to give entire satisfaction in the work for which we recommend them.

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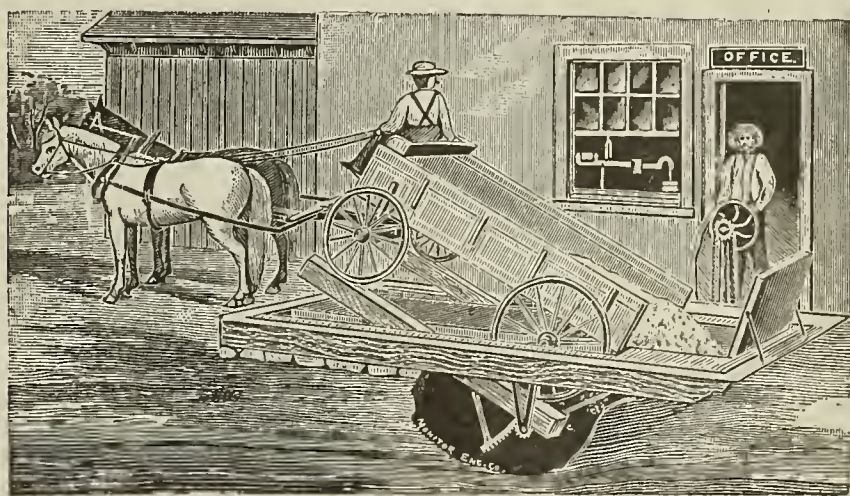
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Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

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GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



The
**WISEMAN
LETTERS**



How Do You Feel?

DEAR JOHN :

So you have given Just-as-Good & Co. an order for one machine—I had to laugh the way you insisted on that *one*. You are not sure about it being the right thing to do—but you take the bit between your teeth and risk it.

I wonder why it is, John, that some men always prefer a gamble to a certainty? Sort of a weakness, I suppose, but I have spent all my life looking for the things that are as close to being certainties as possible.

I know, and you know, and about fifteen thousand other fellows *know* what the Monitor machines can do, but you don't know what the per cent cheaper Just-as-Good & Co. machine will do, and I do know what it will not do.

I'm glad you got the Jones contract, but I am mighty sorry that you will have to depend on the J. A. G. & Co.'s machines to help you make good.

You say their contract says "ready to work in 20 days." I doubt it. I hope it will be all right—but I know 'em. They were never known to turn out a machine on time.

If they don't do it in your case, and after they have turned loose their excuse machine on you, and you have the 155th in hand, don't commit murder when your customer comes around and genially asks you: "How do you feel?"

I think you will feel "mighty cheap"—I know I did when I was suffering from too much business sagacity.

Condolingly yours,

SAMUEL WISEMAN.

The Monitor Line Includes:

Monitor Dustless Warehouse and Elevator Separator
Monitor Dustless Oat Clipper
Monitor Dustless Warehouse Smutter

And a full line of special grain cleaning machinery for any and all kinds of uses.

Huntley Manufacturing Co.

Silver Creek, New York.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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ELEVATOR OF THE UNION GRAIN AND HAY COMPANY AT CINCINNATI IN COURSE OF CONSTRUCTION.

UNION GRAIN AND HAY COMPANY, CINCINNATI, OHIO.

It is the intent and purpose of the Union Grain and Hay Company of Cincinnati to erect one of the most modern elevators that money can procure, which will be equipped with the latest improved machinery for the handling and storing and cleaning of grain, etc. The plans and specifications were made by James Stewart & Co. of St. Louis, Mo., and bids for the erection of the same were opened at noon on February 25; at which time the contract for building was let to James Stewart & Co., who have already begun work. The architects and builders say that while they have of course built elevators of much larger capacity, yet no house they have erected in twenty years has been equipped with as much and as greatly improved machinery in all respects as will be this one. The character of the equipment is indicated below.

The elevator, which will have storage capacity of 150,000 bushels, is to be a plank and steel structure, resting on concrete foundations and covered with galvanized corrugated iron. The main building, as designed, is 48 feet wide, 92 feet long and to be approximately 123 feet in height above the base of rail.

The first, or shipping, floor is 20 feet high under the bins; and upon the framing of this floor the bins will rest, which have an average depth of 53 feet. There will be 31 bins all told, having an aggregate capacity of 150,000 bushels net, at least. The bins will be surmounted by a three-story cupola, resting upon independent columns set on the first story frame.

The grain will be received in cars on track under a covered shed, which will be unloaded by means of an automatic power grain shovel, the grain being emptied into sinks and then elevated by means of two stands of elevators to the top of the house. From thence the grain will be spouted into a 2,000-bushel hopper scale, emptied, and thence, through Universal Iron Trolley Spouts, distributed into the bins.

These stands of elevators will have a capacity of handling 6,500 bushels per hour each, or unloading from cars at the rate of five cars per hour for the two legs. The cars will be shifted by means of a large, heavy, substantial car puller, placed on the first floor.

A special bin has been arranged for ear corn, which will be unloaded directly from the cars; thence it will be taken on a drag conveyor and spouted into a short elevator leg and thence elevated and spouted into a No. 3D New Process Dustless Warehouse Corn Sheller, Separator and Cleaner, having a capacity of 800 to 1,200 bushels per hour. The shelled corn taken from this machine will be spouted directly from the machine into a handling leg, elevated to the spouting floor and thence distributed into the bins. The cobs will be handled in the same manner or conveyed to the engine room for fuel.

The elevator will be equipped with two stands of cleaning elevator legs of ample capacity to take the cleaned cereals from the machines, elevate them and distribute them to the bins. On the first floor of the elevator will be placed one Eureka Combined Oat Clipper and Cleaner, having a capacity of 600 bushels per hour; one Eureka Combined Wheat Scourer and Separator, having a capacity of 350 bushels per hour; one No. 10 Bowsher Mill, which will either grind two sorts of grain, or will grind grain and cobs together for chop feed. This machine will have a capacity to crush and grind from 50 to 100 bushels per hour of shucked corn, or 40 to 80 bushels with shucks on; of shelled corn, 80 to 175 bushels per hour; or shelled corn and oats mixed, from 75 to 150 bushels per hour.

The first floor of the elevator has been arranged to have a sacking platform, upon which will be installed two automatic grain and sacking machines having each a capacity of 250 bags, or 1,500 bushels, per hour. It is well to call special attention to this fine arrangement, as the grain is taken directly from the bins into the weighing machines, sacked and then loaded by gravity into cars, each sack being of

same weight, or containing the same quantity of grain, to an ounce.

Midway of the grain bin, there will be located one Perfection Grain Drier. The feature of this location is that the grain can be handled through this drier without the use of an elevator leg. The grain can be stored in the upper section of this bin, having a capacity of 2,500 bushels, thence put through the machine by gravity, and then spouted into a bin below having the same capacity as the bin above.

The entire building will be thoroughly equipped with a pneumatic dust collector and sweeper system, which, besides the consideration of keeping the elevator clean, will save considerable on cost of insurance. This system will be connected with the elevator leg at the boot and at the head and the dust taken is discharged into the boilers. Floor sweeps also will be placed conveniently on the different floors and the dust taken by suction to the boilers. On top of the boiler house will be placed Cyclone Dust Collectors which are used to separate the air from the dust.

Stairs have also been arranged from the basement of the elevator to the top story, and also a passenger elevator.

On the spouting floor of the elevator will be located the Universal Iron Telescope Trolley Spouts,



J. HENRY LAFAYE, NEW ORLEANS.

arranged so that the grain can be sent directly from the scales to any bin in the elevator.

On the scale floor will be located two hopper scales, having a capacity of 100,000 pounds each. These scales and hoppers will each hold as much as the largest railroad freight car, thus enabling the operators to empty and weigh an entire car with one draft. The opening at the bottom is made large enough to empty the scale in about four minutes.

On the top of the elevator will be the machinery floor, upon which will be located the machinery for driving the elevators.

The power house will be a brick building, covering an area of 48x53 feet; and special attention is called to the roomy boiler house, which will have a large capacity for storage of coal.

In designing this grain-handling plant, the insurance feature has been taken into consideration, the aim being to enable the owners to secure as low a rate as possible outside of the usual requirements, such as sprinkling system, etc., first, by constructing a basement under the entire elevator, with a concrete floor, thus preventing the combustion of dust usually found under an elevator; second, by supporting the cupola over the bins on independent posts, from the foundations up; this feature will prevent the cupola going with the shrinkage of the bins; and finally by the installation of a complete pneumatic dust collecting and sweeping system. Many other features have been used with the same end in view, such as placing rolling steel doors at the car entrances, thus doing away with the feature of

the large swinging doors which are constantly in the way.

The power house will contain two large automatic engines of 125 horsepower each and horizontal tubular boilers of the same capacity, with heater and water purifier and duplex boiler feed pump.

An electric light plant has been provided for, having a direct connected engine and dynamo, with a capacity of 100 16-candlepower incandescent lights.

An office in the elevator for the superintendent; also lavatories, wash rooms, etc., will be heated by steam from the power house.

A stand pipe will be installed with hose connections on each floor, with the necessary water barrels and buckets.

The house will be fully equipped with the most modern and complete quick working machinery to date, resulting in the handling of grain at the least possible expense. All the machinery will be of the most modern type, and all the drives for the machines will be arranged with friction clutches, so that any of the machines can be thrown out at will.

A large brick building will be erected on the west side of the elevator for the storage of hay, chop feed, ear corn, etc. This building will be 125 feet by 75 feet in size, and, in addition to its use for storage, will also contain mills for grinding of meal, etc.

Ground for the erection of this building was broken on February 15, and it is expected that all will be completed by the first day of July.

J. HENRY LAFAYE.

The new president of the New Orleans Board of Trade, Mr. J. Henry Lafaye, is a native of New Orleans and was educated in its public and private schools under the "ancient regime," prior to the Civil War. At the outbreak of that struggle he had just begun life as a telegraph operator; and in 1861 and 1862 held a position as operator at the Algiers station of the Opelousas Railroad, which has since become part of the Southern Pacific System. He was there while the Federal fleet was bombarding Forts Jackson and St. Philip, and was the first to receive the message announcing that the war ships had passed the forts and were on their way to New Orleans. In April, 1862, after the surrender of the city, he went into commercial life, becoming accountant, which vocation he pursued until 1873. Then he embarked in business on his own account as manufacturers' agent, a line of business which he has continued successfully up to the present time.

He became identified with the Produce Exchange at the time of its organization, and continued a member when it was merged with the Board of Trade. For the past ten years he has been a member of the Board of Directors, serving as First, Second and Third Vice-President as well. For the past four years he has been chairman of the finance committee. He has represented the Board of Trade at a number of important national gatherings, and is a member of the executive committee of the Southwest Pass Improvement Association, representing the Board of Trade.

While not a politician, Mr. Lafaye has taken the good citizen's part in municipal affairs and has served for four years as a member of the city council, in which he was chairman of the fire and lighting committee. He contributed largely to the passage of the sewerage and drainage ordinance; and is trustee or member of the board of control of various local public institutions.

His family consists of his wife, eight sons and three daughters.

Mr. Lafaye is considered a typical citizen of the Crescent City, under whose administration the Board of Trade may be guaranteed to continue its wholesome work for the commerce of New Orleans.

The lima bean crop of California for the season recently closed reached the enormous amount of 600,000 sacks of 80 pounds each, or nearly 50,000,000 pounds. The cost of growing the beans was about \$2.25 per hundredweight and the yield is about 1,200 to 2,000 pounds to the acre.

THE BUFFALOES DINE.

The annual banquet of the grain men of Buffalo was given at the Iroquois Hotel on February 23. The attendance was large, there was a fine menu, and good music and plenty of fun and good speeches; so the affair was a success, for which H. G. Anderson, Kneeland Ball and Howard J. Smith, committee of arrangements, and C. F. Rockwell, George H. Gisel and Charles Eckstein, committee on amusements, were largely responsible.

In opening the speechmaking Mr. Truscott, the toastmaster, said, among other things, that "while there must always be competition among us, we must all recognize that certain evils in our methods may, at least in a measure, be overcome by just such meetings as this. Few Buffalo grain men are benefited by the millions of bushels of wheat, corn, oats and rye passing through our port each year. Few Buffalo grain men are now benefited by the existence of our great canal. The so-called 'good old days,' in these respects, have gone forever; but just as successful days and years are open to us with an increased honesty and frankness towards our neighbors and competitors. This can be brought about through continued and proper inspection of our receipts, truthful quotations of our sales, absolute union in refusing to buy from or sell to any individual or firm who has taken advantage of the occupant of the next office. Other suggestions will probably be added to mine, which cannot be included in our rules, but with which we, by standing shoulder to shoulder, may better our business lives. I can see the West and the East looking to us to handle their business, located, as we are, at a point where exist railroad and banking facilities, and plenty of men with sterling business ability. Gentlemen, my toast to you is, let us all lend a hand to overcome our faults and make our Exchange stand out as it formerly did to the Association."

F. Howard Mason spoke of the moral necessity of wiping out the bucket shop. "On the floor of the regular board of trade," he said, "the grain men dealing in futures expect to make delivery and prepare for it. In the bucket shop there is never any intention of making delivery. It is nothing more nor less than gambling. That marks the line between legitimate and illegitimate trading. The Merchants' Exchange and the Grain Dealers' Association must combat and extinguish the bucket shops to make a success of future grain trading."

H. G. Anderson advocated closer trade relations with Canada in his address, and other speeches were along the line of bringing more business to Buffalo.

MORE TELEGRAPH LINES.

The news comes via St. Louis that the Orthwein Bros. of that city are promoting a new system of telegraph lines to connect the leading grain markets of the West. Subsequently a meeting was reported of Max Orthwein with F. E. Crawford of Chicago and A. McD. Young of Milwaukee, of the Chicago and Milwaukee Telegraph Company, at which, presumably, the matter was discussed.

It is now stated that the new company will be called the Continental Telegraph News Company, with \$1,500,000 capital and J. M. Martin of Chicago as president; and that some of its lines will be in operation by next fall, the first to be built uniting St. Louis and Chicago. The business will be confined to grain trade news at the beginning. Later on special messages may be accepted.

The original Orthweins, Chas. W. and Wm. D., came from Germany a number of years ago, and went into the grain commission business at St. Louis. They gave much of their attention, as their successors now do, to the export trade and amassed a fortune variously estimated at \$2,000,000 to \$3,000,000. Charles W. Orthwein died several years ago, leaving three sons, Max, Ralph and Armin. Max and Ralph are interested in the grain commission business with their uncle, William D. Ralph is largely interested also in the Empire Clock Company, which, it is expected, will be amalgamated with the new company, the American Association Base Ball Club and minor enterprises, tak-

ing but little active interest in the grain business. Max Orthwein is also financially interested in the base ball club, but devotes most of his time to the grain business. William D. Orthwein has one son, William D., Jr., who has been abroad for two years.

RAILSBACK BROTHERS, ASHLAND NEBRASKA.

The new elevator of Railsback Brothers at Ashland, Nebr., is a double house; that is, it serves the double purpose of a receiving elevator for local grain and of a cleaning, mixing and transfer house. It is the largest elevator of this type in Nebraska, and one of the best of any type in the States west of the Mississippi, having a storage capacity of 80,000 bushels and cleaning capacity as indicated below.

The building is 40x50 feet on its foundations (concrete) and 75 feet high, not including the car shed, which is 12x50 feet on the ground and 22 feet high. The building is of wood, crib-construction, iron clad and iron roofed. The power house is of brick, 28x42 feet in size and 14 feet high. The equipment is very complete, as well as modern.

Scales: a 100-ton railroad track scale and hopper scale in the cupola, both equipped with self-recording beams. The two scales in loading are used as checks upon each other. The power is a Twin City Corliss of 100 horsepower.

The elevator has a private switch from the Burlington system's tracks; and besides handling the grain of the firm's local business and from their various stations on that system, the elevator has, since December last, been doing a large business for other dealers on the Burlington system in the way of cleaning, mixing and conditioning grain for the terminal markets, and as such has been of great use and convenience to the trade in Nebraska.

ILLINOIS FARMERS' ELEVATORS ASSOCIATE.

About forty coöperative, or farmers', elevator companies were represented at a meeting held at Springfield on February 19, at which time an association called "The Farmers' Grain Dealers' Association of Illinois" was organized.

The object of the Association, as stated in the preamble to the constitution and by-laws adopted at



NEW TRANSFER ELEVATOR OF RAILSBACK BROTHERS AT ASHLAND, NEBR.

The cleaning machinery is located on the first floor and consists of an Invincible Wheat Scourer, Invincible Oat Clipper of 1,500 bushels' hourly capacity, and Invincible Separator and Cleaner of 2,500 bushels' capacity.

The corn sheller is a Victor of 5,000 bushels' daily capacity, located in the basement, and the corn cleaner a Cornwall, located on the cupola.

For handling local grain there are two dumps with sinks, each with a stand of elevators, one for wheat and one for corn. The elevator buckets are 12x6 in. and 12x7 in. respectively, the corn elevator being able to handle either shelled or ear corn. On the track side are two stands of elevators with 16x6-in. buckets, giving an elevating capacity of 2,500 bushels per hour. The elevators discharge into Burchard Distributing Spouts with Hall Distributor. These facilities make it possible to throw grain into any of the twenty-one bins the house contains. The loading is done through Metcalf Spouting at the rate of a car in 3 to 6 minutes according to size and kind of grain. The machinery, in short, is such that it is estimated the house could unload a car of grain and reload it in from fifteen to twenty minutes if necessary.

The elevator is equipped with Day's Dust Collector System complete, which discharges the refuse at the boiler furnace. Cars are unloaded by power shovel, and grain is weighed on Fairbanks

the meeting, is, "To advance the common interests of the coöperative organizations of Illinois engaged in the handling of grain, to inculcate just and equitable principles of trade, to acquire, preserve and disseminate valuable business information, and to encourage frequent intercourse and consultation among its members for the promotion of their common interests."

The following officers were elected: J. E. Collins of Tuscola, president; F. B. Houghan of Howard, first vice-president; W. H. Graham of Fancy Prairie, second vice-president; John A. McCreery of Mason City, secretary; J. B. Abbott of Mason City, treasurer, and J. H. Rankin of Galesville, J. H. Miller of Galva, George Freese of Deer Creek, Lee Kincaid of Athens, A. Tomlin of Easton, George W. King of Kings, Michael O'Neil of Fairfield, directors.

The headquarters of the Association will be at Mason City, where the secretary and treasurer reside. Mason City headquarters will therefore be the fountain head for information and organization, the Association having authorized Secretary McCreery to assist farmers in organizing other coöperative grain elevator companies.

Certain Minnesota farmers are pressing the passage of a law for that state providing that grain sold to elevator men shall be graded and weighed by city officials.

FRED MULLER.

Fred Muller, the energetic secretary of the New Orleans Maritime and Merchants' Exchange, is a scion of what our spread-eagle orators used to call "effete Europe," having been born in the southern part of Germany early in the 'seventies. Mr. Muller, however, displays none of the characteristics of the passé; for since coming to America, some ten years ago, equipped with a good education, he has shown the energy, enterprise and progressiveness that Americans are wont to ascribe only to the best blood of our own "boundless West."

On reaching New Orleans, Mr. Muller became connected with the grain firm of Chas. F. Orthwein's Sons, remaining with them for four years. Thereafter he was head of the firm of Muller, Bacich & Clements, which continued its existence until 1901. On August 1, 1901, Mr. Muller became secretary of the exchange named.

Mr. Muller, as secretary of the Maritime and Merchants' Exchange, seems to have slid into the



FRED MULLER, NEW ORLEANS.

particular niche he was born to fill. It is the one place he might have chosen as peculiarly suited to his talents as statistician and city builder. He was in New Orleans but a short time until he was recognized as one of the best informed men in the city on the industries, commerce and possibilities of New Orleans; and when his "Commercial Report" of New Orleans for the Exchange appeared, he was at once recognized as the chief authority on that subject in the country. In consequence he has been frequently chosen to represent the city and many of its commercial bodies at public meetings in various parts of the country in which the city has been interested,—a duty which his pleasing personality and forensic abilities peculiarly fit him to perform.

Socially, he is allied with most of the more prominent clubs and fraternities of the Crescent City, in all of which he is a conspicuous member.

NEBRASKA FARMERS ORGANIZE.

The Nebraska Coöperative Grain and Live Stock Association was formally organized at Lincoln on February 28, with the following state officers: President, J. C. Canady, Minden; vice-president, James M. Armstrong, Auburn; secretary, John Reese, Broken Bow; treasurer, C. G. Smith, Kearney. Lincoln is the headquarters of the association, which it is proposed to incorporate with \$200,000 capital.

This is the outcome of a meeting on February 12 at Lincoln of the county delegates as provided for by the meeting of January 23. Of these there were twenty present, representing that number of counties. Four other counties also were represented by unaccredited delegates.

Resolutions were adopted looking to coöperation with similar organizations in other states. When the name given above was adopted, an attempt was

made to include "coal and lumber" and to strike out "live stock," but the attempt failed.

It is provided that local associations may join the state association on payment of 3 per cent of the local capital stock. The general management will be in the hands of a board of seven directors who will be paid \$3 per day for actual service. The following board of directors was then chosen for the ensuing year: James M. Armstrong, Jacob Ehlers, O. Brittell, R. P. Price, J. S. Canady, L. F. Deitz, and as director at large, John Reese, of Broken Bow.

NEBRASKA LEGISLATION.

Among the bills for laws affecting the grain business in the state of Nebraska is a section of the revenue bill taxing grain brokers. It reads as follows:

Every person, company or corporation engaged in the business of selling grain for profit shall be held to be a grain broker, and shall, at the time required, determine under oath the average amount of capital invested in such business, exclusive of real estate or other tangible property assessed separately, for the preceding year, and taxes shall be levied upon such average capital the same as on other property. For the purpose of determining the average capital of such grain brokers the county assessor and deputy assessor shall have the right to inspect all books of accounts and check books, and he shall determine and fix the amount of such capital by such inspection.

There are several bills for laws regulating the grain trade. One, by Senator Hastings, provides that land for elevator sites may be condemned in the same manner that lands for railway right-of-way may be condemned. This bill, which is the most important of the lot, perhaps, was introduced in the house by Representative Ramsey and provides for a penalty also for discrimination by railroads in granting elevator sites on their right-of-way.

Still another bill by Senator Brady provides that when an elevator costing \$3,000 or upwards shall have been erected on land adjacent to railroad right-of-way, the railroad shall be required to build a side track to it and furnish it with cars on demand.

The latter bills were referred to the railroad committees of both houses, who gave joint hearings to friends and opponents of the bills.

The proponents of the bill charged greed on the part of the elevator owners, who were accused by Mr. Ramsey of "clearing 3 to 7 cents per bushel on grain," who also charged that the elevator men and railroads are in collusion to shut out the independent dealers and farmer shippers.

The elevator men entered a general denial of such profits. The chief objection urged to the law on their part is that its effect would be to unnecessarily multiply elevators, which would mean a depreciation of the value of existing houses, as well as an increase of the cost of handling grain by the roads. R. B. Sneider reminded the committee-men that the establishing of additional elevators meant the cutting in two of the values of those already in existence. If the farmers do not intend to make a profit and they continue to run in that way they will drive out of business those already established. He had no idea they would continue long and the result would be disastrous. He said his company in fifteen years had not made three cents a bushel gross profits. Out of this comes a vast amount of operating expenses and interest on money invested. Mr. Sneider denied the existence of any combination among Nebraska dealers, but did not deny that his competitors knew, for he told them, what he would pay for grain from day to day; because two elevators could not do business in the same town at the same time unless they do pay the same price.

Mr. W. H. Ferguson of Hastings, when asked on what terms the new elevator ought to be permitted to do business in a town where there were other elevators, suggested that the new men ought to buy out one of the elevators already established; if that could not be done, he did not know what should be the next step. He insisted every elevator made added work for the railroads and delayed trains.

Among the amendments offered to the bill was one defining the term "elevator." The elevator men wish to fix the minimum cost of an elevator entitled to legal recognition at \$5,000, while the farmer members of the house may want to lessen this figure, it is expected that something more than a mere grain dump will be demanded, the elevator men arguing that a mere grain dump sufficient for small shipments can be installed for a very small sum, and that such competition would greatly injure the elevator men. If they can have the cost limit placed high enough, they will not offer many objections to the bill. A \$5,000 limit might be prohibitory, as far as the average farmers' association is concerned, as very few farmers would be willing to invest that amount to secure the privilege of shipping their own grain.

AN INDICTMENT.

The grand jury of Cook County, Ill., on February 26 voted three indictments against Geo. J. Hammond charging him with having obtained money by false pretenses. The defendant is now at the head of the Coe Commission Company of Minneapolis, St. Paul, Duluth, Superior and elsewhere and not without some fame in connection with the Minneapolis Independent Grain and Stock Exchange, or "open board."

The indictments are based, however, on the affairs of the Combination Investment Company of Chicago, which failed in 1899, going into the hands of a receiver in December of that year. The attorney for the creditors, who received about 8 per cent of their claims, aggregating about \$300,000, represents that two days before the failure two members of the company drew currency checks amounting to over \$40,000.

Mr. Hammond was out of Chicago when the indictments were voted, but has since entered his appearance in court for trial.

A NEAT OFFICE.

The place where a man does his work from day to day is as characteristic of the man as his home. Indeed, one who is a systematic, orderly and conscientious worker may disclose those traits even



VIEW IN OFFICE OF GEIDEL & CO., PITTSBURG, PA.

more markedly in his office than in his home, which is, or should be, presided over by the "better half of the partnership."

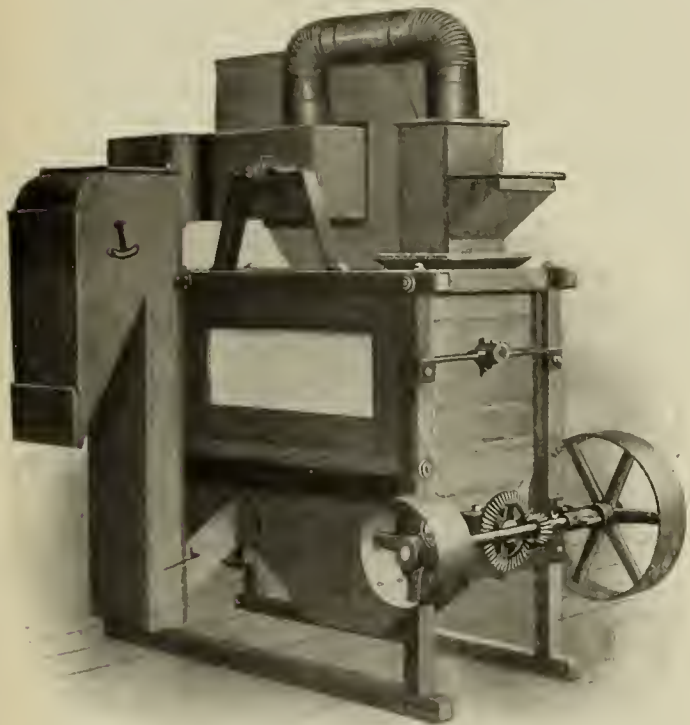
The picture herewith is of a corner in the office of Geidel & Co., dealers in grain, hay, straw and mill feed, at Pittsburg, Pa., members of the National Hay Association and of the Pittsburg Grain and Flour Exchange. It tells its own story.

MORE ELEVATOR ROOM AT PORT ARTHUR, ONT.

Work has begun on the annex to the grain elevator of J. G. King & Co. at Port Arthur, Ont., the capacity of which is now 300,000 bushels. The annex will increase this to 800,000 bushels. The Barnett & Record Company of Minneapolis are the engineers and contractors. The materials used will be steel and concrete.

THE NEW BEALL NON-VIBRATING CORN CLEANER.

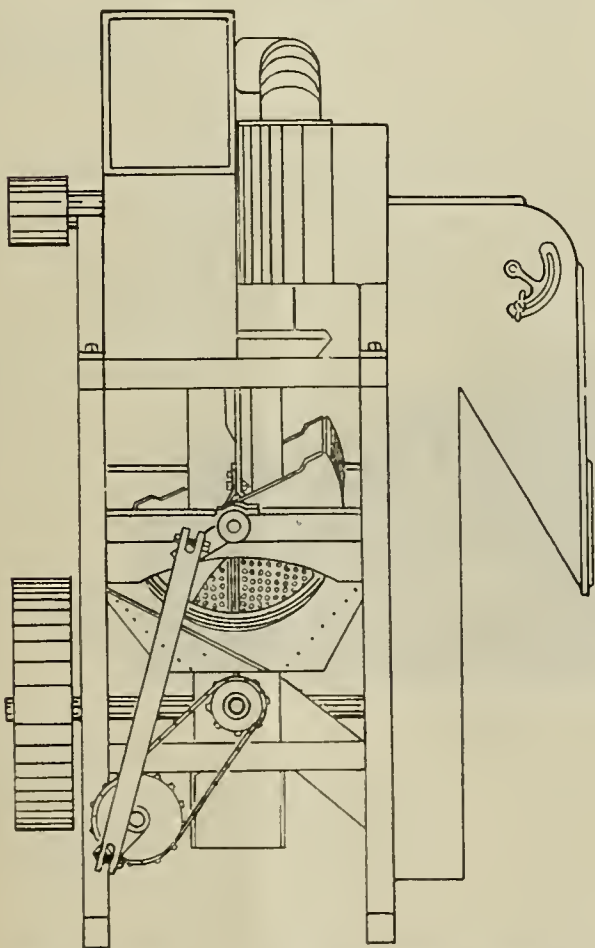
The shaking, vibrating motion in corn cleaners has been common to all types of these machines, in spite of the apparent objections of noise and the high rate of speed at which they must be run, with consequent wear and necessity of attention when in



THE BEALL NON-VIBRATING CORN CLEANER.

operation. The appearance of a non-vibrating type of corn cleaner will, therefore, at once attract the attention of elevator owners as well as corn millers.

The machine herewith illustrated, called the Beall Non-vibrating Corn Cleaner, and built at Decatur, Ill., by The Beall Improvement Company, has a sieve cylindrical in form, which does not revolve or shake, but has a slow rocking motion (about 30 per



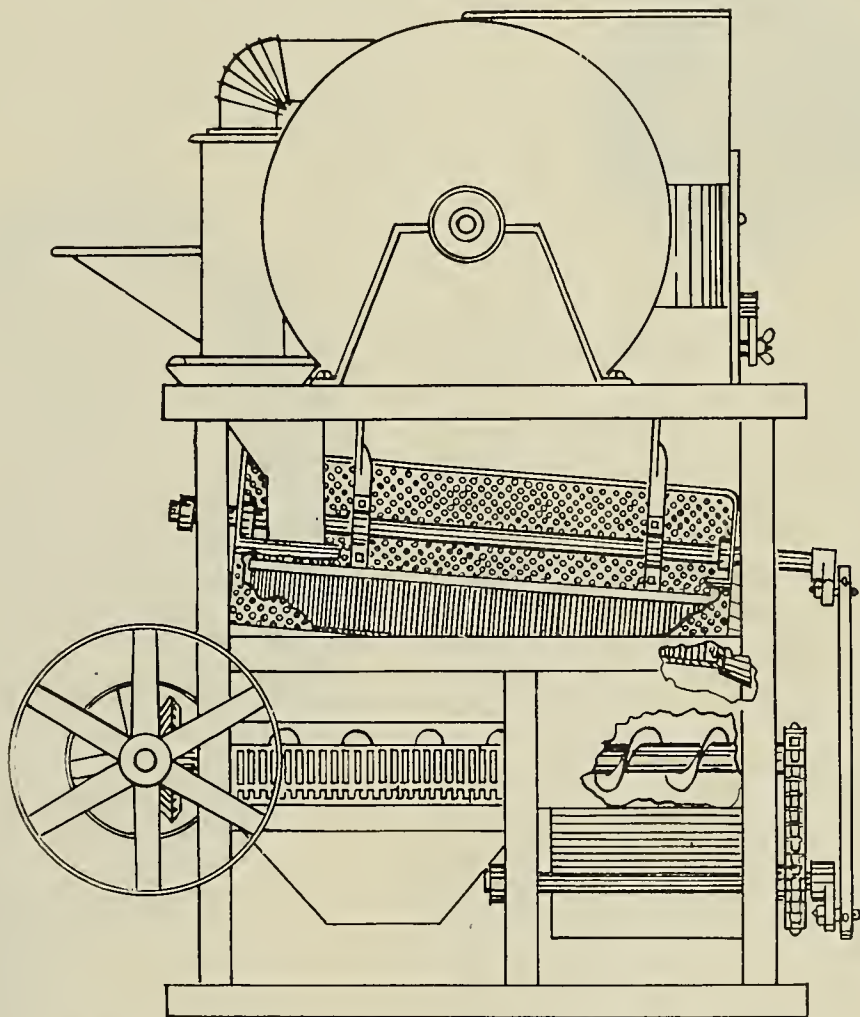
END SECTIONAL VIEW OF BEALL NON-VIBRATING CORN CLEANER.

minute) from side to side. As the corn enters the machine, it is subjected to a strong air suction which removes all light substances. The corn then falls upon the sieve, and a stationary wire brush, extending lengthwise of the sieve, scatters the corn so that it falls at once through the perforations, the brush serving the further purpose of keeping the sieve clear. The cobs, sticks, etc., pass off over the tail of the sieve, while the corn falls into a

conveyor surrounded by a perforated iron casing. The sand, dirt and other small impurities fall through this perforated casing into a hopper and are spouted away, while the conveyor takes the corn to the other end of the machine, where it is discharged in a wide thin stream, being then subjected again to a strong air suction which removes all the dust and dirt the corn may still contain. The corn, therefore, leaves the machine clean, bright and wholly free from impurities.

The Non-vibrating Corn Cleaner being all enclosed, is dustless; and running so slowly that it might be placed on the floor without bolting, the repair bill is correspondingly light. It is the only cleaner and separator built with this motion, and having been in practical use for over a year has demonstrated its merits beyond question, and is offered to responsible parties on thirty days' trial.

The illustrations show (1) the housing of the machine; (2) a side sectional view, showing length of sieve and conveyor and wire brush in sieve; and



SIDE SECTIONAL VIEW OF THE BEALL NON-VIBRATING CORN CLEANER.

(3) an end view showing the sieve as if rocking from side to side at about 30 per minute.

Further particulars with prices and discounts will be furnished on application to The Beall Improvement Company, Decatur, Ill.

CAR SERVICE IN INDIANA.

[An extract from an address by President Chas. S. Bash of Fort Wayne, Ind., to the meeting of the Northwest Ohio and Northeast Indiana Grain Dealers' Association at Fort Wayne.]

The system of demurrage charges adopted by the Car Service Association (an orphan which nobody will publicly own or adopt) is becoming more rigid every day and is being unmercifully enforced against interior shippers, especially those located on but one road. Primarily the objects of this association were good; and we have no doubt it has resulted in much good to the railroad companies and shippers, but as now enforced their rules are a shame and disgrace. The shipper may wait a week, a month or three months for cars, and suddenly the railroad company will furnish him more than he can possibly load or unload within the prescribed time, after which he will pay demurrage or go without service. But this is not all.

The agent has no discretion as to his charges, but must charge for every day, wet or dry. Whether it is possible to load or not is immaterial to him. It may be raining in torrents, or snow may have

drifted in the roads over night to such an extent as to make loading a physical impossibility. The shipper asks the agent for a day or two longer until the rains cease or the roads become passable. The agent advises him that he is sorry, but he cannot do anything for him, for his instructions from the Car Service Association are to show no quarter and tell the shipper he had better load and pay demurrage, because he doesn't know when he will get another car if he doesn't load that one—possibly never.

The country shipper says, "What can I do, or what shall I do?" It will cost me more than demurrage to fight it in the courts and employ an attorney, especially as the charge is generally collected at destination, probably 500 miles away."

Much complaint is made at the unfair discrimination on the part of the general freight agents on many roads where it has been shown that cars were furnished at competitive points, but could not be had at interior points on the same line. Com-

plaints have also been made as to the switching of cars between the railroad companies, which at many points in Indiana they positively refuse to do at any price.

It is for the correction of such abuses that the Indiana Grain Dealers' Association has taken up this matter. As I stated at Indianapolis, the regulation of railroad charges within our state cannot be done by the Interstate Commerce Commission, but must be done by a state commission organized under the laws passed by our state assembly. Thirty-one of our sister states have railroad commissions. That they have been beneficial to the masses goes without question. I know of no state that has done away with these commissions when once established. They have come to stay. I am satisfied that the appointment of a commission by the governor of Indiana will prove of inestimable value to the public and at the same time not injure the railroad companies.

This association of grain dealers feels its dependence upon the farmer. No one realizes this more fully than we do; and, knowing that anything which tends to their good also tends to ours, we have undertaken the task of securing legislation looking to the appointment of a railroad commission in this state which, we think, will greatly benefit the business interests of the state, especially those of the farmers and grain dealers, and will not injure the railroad companies.

SAMUEL HASTINGS.

Among the men who give tone and vigor to the grain business at the Ohio River gateways none is better known throughout the South than Samuel Hastings of Cairo, Ill. Mr. Hastings located in Cairo in 1884, and has ever since been engaged in the grain and feed business, drawing his supplies of grain and hay from Illinois, Iowa and Wisconsin (oats being his leader) and selling in all markets of the cotton and sugar states of the South. His trade has steadily grown with the years, until to-day he is recognized as one of the big men, as well as one of the most reliable men, in that trade.

Mr. Hastings is a native of Ohio, having been born in Noble County, March 31, 1850. His father moved



SAMUEL HASTINGS, CAIRO, ILL.

to Illinois in 1854, however, settling on a Jasper County farm, where Samuel Hastings was raised. He received the usual education of the district school, but made the most of his chance, and finished at McKendree College at Lebanon, Ill., in 1872. In 1876 he married; and has now a family of one son and three daughters.

As a servant of the public, Mr. Hastings has served as chairman of the board of county commissioners of Alexander County, of which Cairo is the capital, and as trustee for four years of the Southern Hospital for the Insane at Anna, Ill., in both of which positions his fine executive ability and business habits and methods were beneficial to both county and state.

THE SINTALUTA CASE.

The appeal in the Sintaluta case, involving a construction of the provision of the Manitoba grain act relating to the method of distributing cars, was heard by Judge Richardson of the Supreme Court at Regina on February 19. The hearing was confined strictly to the questions directly involved, all technicalities being ignored. Seven propositions were presented, which were, very briefly, as follows, the numerals referring to the official numbers of the questions:

(4.) Assuming that a farmer, who is not an elevator owner or operator, had grain stored in a special bin in a farmers' elevator and also in another elevator, in common with other grains, for which he held storage tickets, was it a violation of the grain act to refuse to recognize such farmer as an applicant for cars?—The attorney for the C. P. Ry. argued that only the elevator operator had the right to order cars; the farmer could order cars only for grain binned in a flat warehouse, but not if the grain was in an elevator,—even a farmers' elevator could be represented only by the operator. The state conceded this point.

(5.) Assuming that a farmer had made an order for cars in the order book, and that all applicants for cars who had made an order prior to him had each obtained one car, but there were not sufficient cars to fill the order of each of the prior applicants, while the said farmer had not yet been allotted a car, then the agent, out of the next lot of cars arriving, refused to award him a car, as there were a sufficient number of prior applicants whose orders had not been entirely filled to use up all the additional cars; therefore, he awarded one car to each of the prior applicants, each of whom had already received one car,—did the agent violate the grain act?—The C. P. Ry.'s attorney illustrated his argu-

ment by stating the case of five elevators applying for ten cars each and twenty-five farmers for one car each. Ten cars arrive and the agent allots one to each elevator, and one to each of the first five farmers. The next day ten more cars arrive. The attorney for the railway contended that the agent should again begin at the top of the list, award one car to each elevator and one to each of the next five farmers, and so on. To go on from where the allotment had ceased the previous day would, he said, be unjust to farmers who had stored grain in elevators and give the tardy applicants an advantage over wideawake ones. The state, on the other hand, contended that the allotments should continue, beginning with the first name, until each applicant had received one car; and that not until all applicants had received a car each, should more than one car be supplied.

(6.) Assuming that each of the prior applicants above named had been supplied with one car at a time when said farmer gave his order but the day previous to his application there had been a surplus of cars and the agent had begun with the first applicant and distributed cars as far as they would go, giving two or three to each, but the orders of these applicants still remained unfilled,—on the day that the above mentioned farmer made application additional cars arrived and the agent decided to allot a car to the said farmer, but also allotted a car each to each of the prior applicants,—did he violate the grain act?—The railway contended that the farmer had no interest in any surplus of cars occurring before he made application; but the state thought that after the first lot of cars was distributed the agent should begin at the head of the list and go on through to the end, including the subsequent applicants.

(1, 2 and 3.) Assuming that a farmer desires to load direct from a wagon at a station where there is a loading platform, but the cars of prior applicants being at the platform he is unable to be accommodated and consequently applies to be permitted to load direct from the wagon to the car on a siding other than over the platform, was (1) it a violation of the act for the agent to refuse such permission? was (2) the agent obliged to permit

cars at a time,—except that the state contended that the law required the railway to furnish all reasonable facilities for handling the business offered.

(7) As to the point whether in the allotment of cars without discrimination as between elevators and warehouses and loading platforms, an agent was justified in giving the platform only one car to every car given to each elevator; that is, whether every farmer ordering cars at the platform should not be considered the same as an elevator? the railway admitted that in considering the platform as the applicant, the agent was, perhaps, wrong; while the state said as a loading platform could not make application, whereas an elevator could through the operator representing it, the individual farmers must be considered as being the applicants.

Decision was reserved.

GRAND TRUNK ELEVATOR AT PORT EDWARD.

The Grand Trunk Railway will replace the elevator at Port Edward, Ont., at foot of Lake Huron, burned two years ago. The new house will be built of wood and is to have an immediate capacity of 500,000 bushels, but the machinery to be installed will be that required in a 1,000,000-bushel elevator, the intention being to later enlarge it to that extent. Work is to be commenced as soon as possible in order to have the building completed by August 1.

The company to control the elevator has been formed under the Ontario laws, and the provisional directors are Thomas Long, Toronto; J. J. Long, Collingwood; D. S. Lasier, Chicago, and H. F. Mooers, Kingston.

RUDY & CO., PARIS, ILL.

Paris, Edgar County, Ill., is a junction station, giving shipments *via* the Big Four or the Vandalia Route. Edgar is not one of the large counties, but its location at the eastern edge of the central Illinois corn belt makes Paris, with its railroad connections, a good market.

Rudy & Co.'s house, shown in the engraving, has private track connections with both the railroads



RUDY & CO.'S ELEVATOR AT PARIS, ILL.

such loading? and (3) assuming that by reason of the cars of prior applicants being at the loading platform and as the car of the last mentioned farmer could not be placed within the specified twenty-four hours, was it a violation of the act for the agent to refuse to hold the car longer than twenty-four hours—was the agent bound to hold the car even twenty-four hours, when he knew, by reason of the time occupied with preceding cars at the platform it could not be loaded within that time?—The railway contended that where loading platforms exist there was no obligation of the railway to permit loading from wagons direct; but no opinion by the attorneys was expressed on the question whether a car should be held at platforms for a former applicant beyond twenty-four hours if the could not get to the car to load it at the platform in that time, the platform accommodating but two

named and loads cars on either track with equal facility. The main house is 36x72 ft. on the ground and 32 ft. high to the eaves. The engine house is of brick and is 16x20 feet in size and 12 ft. high. And there is a cob room 16x25x24 feet. There are four dumps, with sink 16x32x11 feet.

The machinery includes a No. 2 Western Sheller and Stoker Cleaner, a 36-horsepower engine and 45-horsepower Atlas Boiler. There is also a 5-ton Fairbanks Wagon Scale and a 100-ton track scale for weighing out.

Rudy & Co. operate stations at Dudley and at Conlogue, also in Edgar County, on the Big Four, west of Paris.

The 200 iron workers engaged on Elevators D and E, at Fort William, went out on a strike on February 25 on a question of wage adjustment.

THE SHRINKAGE OF WHEAT IN STORE.

How much a given quantity of wheat, or other grain, will shrink in a given time, is a question often asked and probably as variously answered as asked. The miller, elevator man and farmer either depends on personal experience and observation or follows some hard and fast rule of so much shrinkage from fall to spring which he has accepted, without verification, from some one else whose knowledge or judgment he respects.

As a matter of fact there can be no fixed rule. Meager as the data are of actual experiments, they are sufficient to show that there is no such thing as uniformity of shrinkage in wheat or any other cereal, either in seasons or in places.

In fact, grain does not always shrink in store. It sometimes gains weight.

But the data collected through different experiments are such that every miller and grain dealer who stores the farmer's wheat or his corn should avail himself of. And we give herewith the results of experiments made under circumstances that entitle them to credit.

In 1893 Christian Breisch & Co., millers at North Lansing, Mich., bought 1,500 bushels of wheat from a farmer. The wheat was in a dry, hard condition. It was hauled as soon as threshed and placed in the elevator. In ten days it was weighed out and the loss was a little over 30 bushels, or a loss of 2 per cent. Three years later 900 bushels of wheat placed in the same elevator, while slightly damp, lost 30 bushels in four months, or a loss of 3 1-3 per cent.

In Utah it was found, in 1893, at the experiment station that wheat gained slightly by winter storage.

A peculiar trial was made at the Ohio experiment station a dozen years ago. About 20 samples of wheat, each of a different variety, were put in small boxes and buried in a bin of wheat, where they remained for nearly a year. After the removal of the wheat from the bin they were left in one corner, without any covering, for two years following. The shrinkage for the three years averaged 2.32 per cent.

This experiment was hardly conclusive, as it established nothing except the gross shrinkage through a series of years. Another experiment at the same station was when twenty bags of wheat were taken, each containing a bushel of wheat, and piled into a bin in January. In the following July it was found that there had been a small gain. The season during the trial was unusually wet.

Prof. Clinton D. Smith of the Michigan experiment station tells of a test that was made at that station several years ago. A lot of wheat was threshed on January 18, 1898. Two varieties were stored to test the shrinkage, one being White Clawson, a soft, white wheat, and the other Budapest, a hard, red variety. The grain was threshed from the shock, but was dry and in good condition for storing. The bins were in the second story of one of the college feed barns and were tight on sides and bottom, but uncovered on top. There were some evidences of the work of mice and from one of the bins not far from four quarts of the grain leaked out. The wheat was stored for 332 days. The Clawson originally weighed 3,102 pounds and lost 14 pounds, or less than half of 1 per cent. The Budapest weighed 3,250 pounds and lost 3 pounds, or less than one-tenth of 1 per cent.

It would have been more satisfactory, perhaps, if the wheat had been weighed at regular intervals through the duration of the test and the weather noted at each weighing. It may have been that the weight fluctuated on each side of the final figure during the alternations of wet and dry weather.

L. N. Bonham, formerly secretary of the Ohio Board of Agriculture, gives some general conclusions derived from his own experience. The shrinkage of grain, he thinks, is dependent on several factors, some of which are often lost sight of. Not only is the degree of dryness of the grain to be considered, but the tightness of the storage granary, the number of rats, mice and fowl that may find access to it, and so on. If grain be abnormally dry

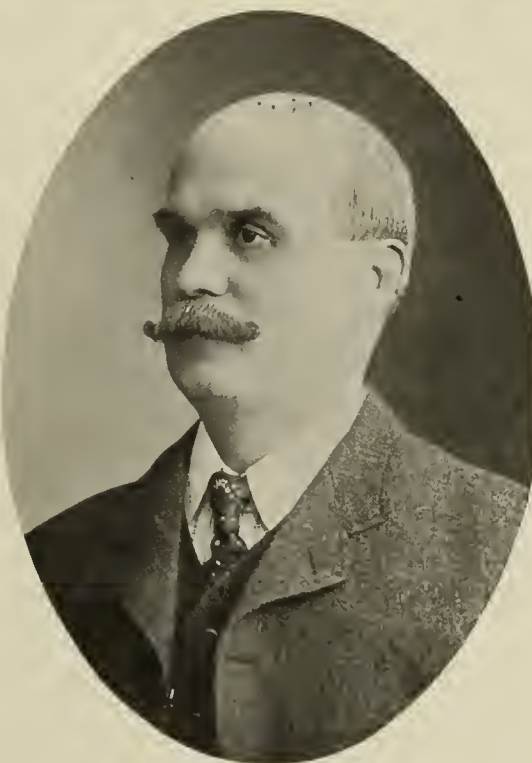
when it is threshed, and be held until spring without any loss from rats, leakage, etc., there will be little or no loss of weight and may be a gain. If the wheat be taken out during a thaw, when the air is warmer than the wheat in the granary, every grain collects a little dampness and by the time it has been sacked and hauled to the scales the increase in weight may be considerable.

Ordinarily, Mr. Bonham believes, when the grain is protected against losses, it is safe to count on taking out as many pounds in February or March as were put in, in August or September.

[TO BE CONTINUED.]

STEPHEN J. McTIERNAN.

With almost a quarter of a century's residence in Chicago, an intimate knowledge of its magnificent grain trade and with the characteristic qualities that have made Chicago famous, one is tempted to claim "Steve" as an original Chicagoan. But as a matter of fact, he first saw the light at Pittsburgh, and there he not only passed his school days, but made his entry into the grain handling business. But he decided very early that the West was the place to acquire a knowledge of the grain trade and accordingly he came to Chicago, first entering the employ



STEPHEN J. McTIERNAN.

of Albert Dickinson, the well-known seed dealer. Soon after he went into the office of John Wade, then weighmaster of the Chicago Board of Trade, in the capacity of general utility man. This made a very good college course in the grain business and Mr. McTiernan accepted a position as receiving and shipping weighman in the Wabash and Indiana elevators successively and finally with the Santa Fe elevator, at that time one of the newest and most modern elevators in Chicago, with a capacity of 1,500,000 bushels.

In 1889 he was offered a position with the Union Pacific Elevator in Kansas City, which he accepted, but resigned in 1891 to return to the Santa Fe. Here on the death of John Hood in 1892 he succeeded to the superintendency. He had long since acquired the reputation of an expert elevator man. His services, in fact, had been sought for by the Kansas City house because of that fact. The elevator had not been able to do anything like the amount of business its capacity called for; but in thirty days' time under his management its handling capacity was increased fivefold.

After remaining with the Santa Fe some time, he took charge of the B. & M. Elevator at Burlington, Iowa, remaining there about two years, and on leaving he took a position with the Simpson & Robinson Co. of Minneapolis, looking after the construction of elevators. When later on he resigned, it was to take charge of the remodeling of the Mueller Elevator on Fifty-fifth St., Chicago. In 1900 he went with the Huntley Manufacturing Co. of Silver Creek,

N. Y., the manufacturers of the well known Monitor cleaning machinery, as one of their western representatives, for the territory west and southwest of Chicago, with headquarters in this city. His connection with the grain trade has given Mr. McTiernan a wide acquaintance in his present field of activity and his knowledge of the business, gained not only by personal experience but by repeated trips to grain centers east and west, has made his judgment sought after. His genial manners, his unfailing good nature and inexhaustible fund of anecdote have widened his circle of friends and made him a successful salesman. The wonder of it all is that so companionable a man should have managed to elude the matrimonial net and remain unmarried, as he is.

ANTI-BUCKET SHOP MOVEMENT.

The movement to suppress the bucket shop has reached the legislatures, no less than six general assemblies having at this time bills before them to penalize this form of gambling. The bill before the Wisconsin legislature is noteworthy for its admirable definition of a bucket shop, as follows:

A bucket shop, within the meaning of this Act, is defined to be an office, store or other place, wherein the proprietor or keeper thereof, either in his or its own behalf, or as the agent or correspondent of any other person, corporation, association or co-partnership within or without the state, conducts the business of making, or offering to make, contracts, agreements, trades or transactions respecting the purchase or sale, or purchase and sale, of any stocks, grain, provisions, or other commodity, or personal property, wherein both parties thereto, or said proprietor or keeper, contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, closed, adjusted or settled according to, or upon the basis of, the public market quotations of prices made on any board of trade or exchange, upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such board of trade or exchange; or wherein both parties, or such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or terminated when the public market quotations of prices made on such board of trade or exchange, for the articles or securities named in such contracts, agreements, trades or transactions, shall reach a certain figure; and also any office, store, or other place where the keeper or proprietor thereof, either in his or its own behalf, or as agent, as aforesaid, therein makes or offers to make, with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate the actual or bona fide receipt or delivery of such property, but do contemplate a settlement thereof based upon differences in the prices at which said property is, or is claimed to be, bought and sold. The said crime shall be complete against any proprietor or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or not. It is the intention of this Act to prevent, punish and prohibit, within this state, the business now engaged in and conducted in places commonly known and designated as "bucket shops," and also to include the practice now commonly known as bucketshopping by persons, corporations, associations or copartnerships, who or which ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, petroleum, stocks and bonds.

The penalties in the Wisconsin act are \$200 to \$500 fine, and imprisonment in the county jail until said fine is paid, not exceeding one year.

Similar laws have been introduced in the Minnesota, Indiana, Kentucky, Tennessee and New York legislatures, and perhaps in others.

At Grand Rapids on February 18 an application in the United States Circuit Court by the Chicago Board of Trade for an injunction restraining Geo. Ellis and Jesse T. Bergett of Grand Rapids and Edgar Flansberg of Kalamazoo from using the Board's quotations was refused, but a future date was set for a hearing of the cause on its merits.

A bill has been introduced in the Kansas legislature for a law providing for the appointment of a commission to establish grades for Kansas grain to be known as "Kansas grades." The sale of Kansas wheat, it is claimed, has been damaged in the past by the fact that there are no established grades in that state.

[For the "American Elevator and Grain Trade."]
OBJECTIONS TO NATIONAL INSPECTION AND THE McCUMBER BILL.

BY JOHN O. FOERING.

Ex-Chief Grain Inspector of Philadelphia and President Chief Grain Inspectors' National Association.

I have your esteemed favors, requesting for publication my personal opinion of the bill presented in the United States Senate, January 16, 1903, by Senator McCumber of North Dakota, proposing to create a "National System of Grain Inspection, under the control of the Agricultural Department."

In reply I would state that I am more than pleased that the bill was permitted to die a natural death in the hands of its father; and I hope that any other bill that may be offered in the halls of Congress, that proposes to introduce political methods to govern or control the inspection of grain, may meet the same fate; and I trust that the members of the several boards of trade and exchanges will now, more than ever, see the importance of prompt and united action in adopting some method whereby the grading of grain may be made more uniform, and that fixed standards may be adopted that will meet with the approval of both buyers and sellers. The Chief Grain Inspectors' National Association, during its short existence, has worked harmoniously towards securing a better system of grading, and had hoped that their controlling bodies would have appreciated their disinterestedness in trying to relieve the grain trade of some of its vexations and trials by arranging for more uniform methods of classification in the grades; but there appears to be too much apathy shown amongst the trade, and they never make a move in these matters until some one introduces legislation that is likely to interfere with their business rights.

While the grain trade bodies (with the exception of two or three) have not even taken notice of the work done or recommended by the Chief Inspectors, it is a notable fact that the Honorable Secretary of Agriculture, James Wilson, in his annual report to the President of the United States, under date at Washington, D. C., November 29, 1902, on page 19, makes the following favorable notice of the work performed by this Association of Chief Grain Inspectors:

THE COMMERCIAL GRADING OF GRAIN.

A movement to secure an improvement in methods of inspection and towards greater uniformity in work of inspection departments of the large grain markets is now well begun, as a result of an organization of the Chief Inspectors of these markets. The interest manifested in this movement by all branches of the grain trade gives reason for believing that there may result from it a system of inspection and grading, maintained by the trade organizations, which shall be honest, efficient, and uniform throughout the country, and which shall insure to the farmer a premium for high quality of product and to the consumer the quality of grain he demands and pays for.

The department is aiding this movement as much as possible by co-operating with these Chief Inspectors in working out simple and practicable methods for determining and accurately stating the quality of grain and studying causes and methods of prevention of deterioration of grain in storage and in transit.

Now, if this matter is of so much importance as to attract the attention and support of the Honorable Secretary of Agriculture, and the grain trade does not concern itself in giving the Chief Inspectors the support they should receive in correcting the discrepancies that exist in the grading in the several markets, is it to be wondered at if the politicians conclude to step in and formulate laws that will take the matter of grading out of the hands of the boards of trade and fill a lot of appointments with men unskilled in the grading of grain, and thereby create a far worse state of affairs than exists at the present time?

Now, as to my personal views of the McCumber bill as presented. I will state them as briefly as possible: The bill, in my opinion, is a dangerous piece of legislation and would, should it ever become a law, cause considerable friction and damaging annoyances to the buyer and seller of grain, as well as to the warehousemen. There would be

no end of complications which would place a serious embargo on the rapid disposition of grain on its arrival at destination, and, further, would cause much expense and trouble to the transportation companies in the disposition of its cars.

The first section of the bill says in part:

That the Secretary of Agriculture shall organize a Bureau of Inspection and shall appoint a chief who shall have had at least three years' experience in inspecting, buying and grading of grain and whose duty it shall be to report upon the condition of the interstate trade and commerce in grains in the United States, their grading, weighing and inspection, and also to inquire into and suggest means for the prevention of defects in the present system of grading, etc., of grain, which is an article of interstate commerce, and to collect such information on this subject as shall be valuable to the agricultural and commercial interests of the country.

This chief is to receive a salary of \$2,000 per annum. The Secretary is also authorized to appoint a force of grain inspectors, one of whom is to be stationed at each of the leading centers of interstate trade and commerce in grain in the United States, said inspectors to have at least two years' experience in the grading of grain, etc. Salaries to be fixed by the Secretary. These district grain inspectors are to appoint the deputy inspectors, who are to have the same qualifications as the district inspectors, and are to be paid from fees collected at the places where the duties of said deputies are performed.

As to the appointment of the chief of the bureau and the district inspectors, I feel that men of only two or three years' experience in the handling of grain would scarcely possess the qualifications for such responsible offices. It takes many years of practical experience to become an expert in the grading of grain.

Section 2 provides that "each district inspector shall have the power to remove deputy inspectors for good reasons shown, and they shall act under the immediate control of the district inspector immediately over him."

This gives great powers to the district inspector, and looks like the work usually assigned to political workers.

Section 3 provides that "the inspector and deputies shall inspect all grain that has been shipped from any other state, territory or country than the state, territory or country in which the same is inspected, or intended for shipment into any other state, territory or foreign country, before the same is unloaded from car, vessel or other vehicle, and to collect fees, etc., provided that the inspector of any consignment of grain may be waived as provided for in section 8 of this act."

Now, here would arise complications innumerable, which I will explain in connection with section 8.

As sections 4 and 5 relate only to fees and the buying and selling of grain by inspectors, I will pass them by without comment.

Section 6 gives the Secretary of Agriculture the "power to determine and fix such standards for the grading of grain as in his judgment the usages of trade warrant and permit, having reference to the standards, etc., now recognized by the several boards of trade in the United States; but he shall not be controlled by such rules, etc., in the making of the standard grades."

This places the entire grain trade in the power of one individual, the Secretary of Agriculture, from whose judgment there is no appeal. He is, of course, requested to refer to the standards, classification and grades now recognized by the several boards of trade and exchanges, "but he is not to be controlled thereby," but is given absolute power to establish grades, etc., which will bind all of the transactions in interstate grain in the United States. Does it seem just or right that a business of the magnitude of the grain interests should be governed or controlled by the dictum of one individual? I say, no, emphatically. The members of a trade that have such enormous capital at stake, who have given and are giving their life's work in acquiring the knowledge to manage their business, should have a voice as to what the qualities of their merchandise should be, and not

have their merchantile affairs governed and controlled by one individual, whose interests are involved in so many diversified spheres.

Section 7 relates to records, etc., and requires no answer.

Section 8 provides that "after the standards have been adopted they shall be taken and held to be the standard in all interstate trade and commerce in grain in all cases where no other standard is agreed upon; provided, however, that if the consignor or his authorized agent shall so direct, public inspection and grading shall not be required nor made when said grain is consigned to the owner thereof, or his authorized agent, or to a mill or private storehouse, or for deposit in a special bin to a public warehouse, or the purchaser consenting to a purchase thereof, or is consigned to a market where the usages of trade recognize sales by sample, when the consignor directs its sale by sample."

Now this section practically kills Section 3, or many of its objectionable features, as the consignee can, by direction of the consignor, remove the embargo of United States inspection by ordering the grain into special bins, should it go into a public elevator or warehouse. But it is well to observe that this is not the final relief of this embargo, so far as the grain stored in the special bins in the public warehouse is concerned; when this grain is being delivered from the warehouse or elevator, it *must*, as per requirements of Section 3, be inspected and graded on delivery to vessel or car by the United States inspector. This would prevent the shipper from delivering any grain grown in the state from which it is being shipped on being mixed with the interstate grain without the consent of the government inspector, no matter how good the quality of the state grain might be; and as the exchanges and boards of trade would have no jurisdiction or control over any but their own appointees, there would be continual friction between the boards and the inspectors.

Section 9 provides a heavy penalty on "any transportation company or others engaged in transporting interstate grain should they not notify the inspector within twenty-four hours after the arrival of any interstate grain, asking him to inspect the same without unnecessary delay."

This section insists upon the inspector inspecting all interstate grain, notwithstanding the relieving clause contained in Section 8. It will be seen that this section places the responsibility on the railroad and other transportation companies of determining the origin of the grain entrusted to them, with a heavy penalty for non-compliance.

It will be seen that the bill by its provisions only calls for the inspection of interstate grain, and makes no provision whatever for grain stored in warehouses or elevators in the state where it is grown, this being a fact.

Should such a bill as proposed by Mr. McCumber become a law, the different grain centers would be obliged to maintain separate inspection departments to take care of the local grain, and the elevators and warehouses would become in part bonded warehouses, as all interstate grain would be compelled to be stored separately.

In my mind, this subject is of the utmost importance to the grain trade, and no time should be lost by the boards of trade and exchanges in taking this matter seriously under consideration jointly, and adopt such plans that will insure more uniformity in the several markets in the classification and the grading of grain. It is to be presumed that the grain trade is much better qualified to regulate this matter and more competent to select the official inspectors to carry out the rules and regulations that they may adopt than those who have nothing at stake but a desire to fill offices with political friends.

C. S. Pendleton has been elected grain inspector at Mobile, Ala.

Early in February twenty cars of hard winter wheat were sold in Kansas to go to California, being the first sale of wheat to go across the Rockies.

WISCONSIN STATE INSPECTION.

The movement by Superior to establish grain inspection in Wisconsin under the laws of that state has reached the legislature at Madison, where on February 25 and 26 the committees of house and senate in joint session heard arguments for and against the bill. The argument for the bill is that Superior wants the Minnesota inspectors pushed "across the creek" and kept there.

Mr. F. A. Ross, an attorney and president of the Board of Normal School Regents, was the chief speaker for the bill. He asserted that the Minnesota was said by New York state millers to be "positively rotten"; that the flour made at Superior is branded "Minnesota," and it "is about time Wisconsin got the benefit accruing from this industry"; that the mixing of grain takes place to make grade grain; and that the Minnesota treasury gets the profits of inspection, etc.

Judge Reed of Superior said he thought that "foreign inspection" in Minnesota is illegal, etc.

Another speaker for the bill said: "To-day wheat is king of all commerce. During panics iron and cotton are dead; but there was never a money market so stringent that it was not ready to move the crop. Where money is everything will flourish, and money is where wheat is. We want the wheat and shipping offices in Superior, and it is to the interest of Wisconsin to get them there. Because grain business is done in Duluth, iron follows it, and other interests are naturally attracted there. If we can say that grain business is to be done in Superior, population and money will flow in. Superior has given Wisconsin cause to be proud, and has done it despite the fact that her business has been diverted to Duluth."

The opposition to the bill by the elevator men is based mainly on the provision of the proposed Wisconsin law prohibiting the mixing and conditioning of grain in public elevators.

John A. Murphy, representing the Great Northern Railroad system, led the opposition by saying the law would make it impossible for Superior houses to compete with the Duluth elevators. He said also that the law could not compel the owners of grain to inspect it where they did not consent to its inspection. He held that the Minnesota inspection certificate was worth to the grain from 2 to 3c per bushel, on the established trade mark principle.

Dist. Attorney Crownheart defended the "hospital." If it were not for the hospital growers in many instances could not get as much for their grain as they now do; and mixing is a legitimate business.

A. L. Searle, representing the Peavey interests, opposed the bill for substantially the same reasons.

A. D. Thompson, a Superior grain shipper, also opposed the bill on the ground that the law would drive his business out of Wisconsin.

In rebuttal Mayor Kennedy of Duluth said not six people in Superior opposed the proposed law; that Superior is used as a "Minnesota back yard, where all sorts of illicit things are done to grain"; that no one can explain "what becomes of all the low grade wheat," and Wisconsin and Superior "would be better off without the stigma of wheat mixing on us." "Hospital elevators," he said, "should not be allowed to mix wheat. The way they do now they receive all kinds of wheat, mix it as they please, and get it inspected into regular elevators on a higher grade than they bought it for. All we ask is a wholesome law. Superior has no fight with Duluth, and merely objects to being used as its back yard, cesspool, and dumping grounds. If by the passage of this law there is any loss Superior will stand it. All we ask is fair play and equality with Minnesota."

The committee from North Dakota sent to Madison to "spy out the law" for Dakota wheat returned divided in opinion. The majority (five members) of the committee reported two reasons why the North Dakota legislature should not urge upon Wisconsin the passage of a bill creating an inspection law: (1) because the bill does not make the appointment of a resident of North Dakota as a member of the Wisconsin state grain commission man-

datory; and (2) because the governor of Wisconsin would not give positive assurance of the appointment of a resident of North Dakota.

The sixth member of the committee filed a minority report in which he said that the objections urged to the Wisconsin bill are not decisive, for the reason that the appointment demanded might be unconstitutional; but he believed the governor of Wisconsin would do the "fair thing." His strong point, however, was this, that "a study of the Minnesota inspector's figures cannot fail to show that the practice of raising grades and mixing the grain prevails to a large and alarming extent. The practice

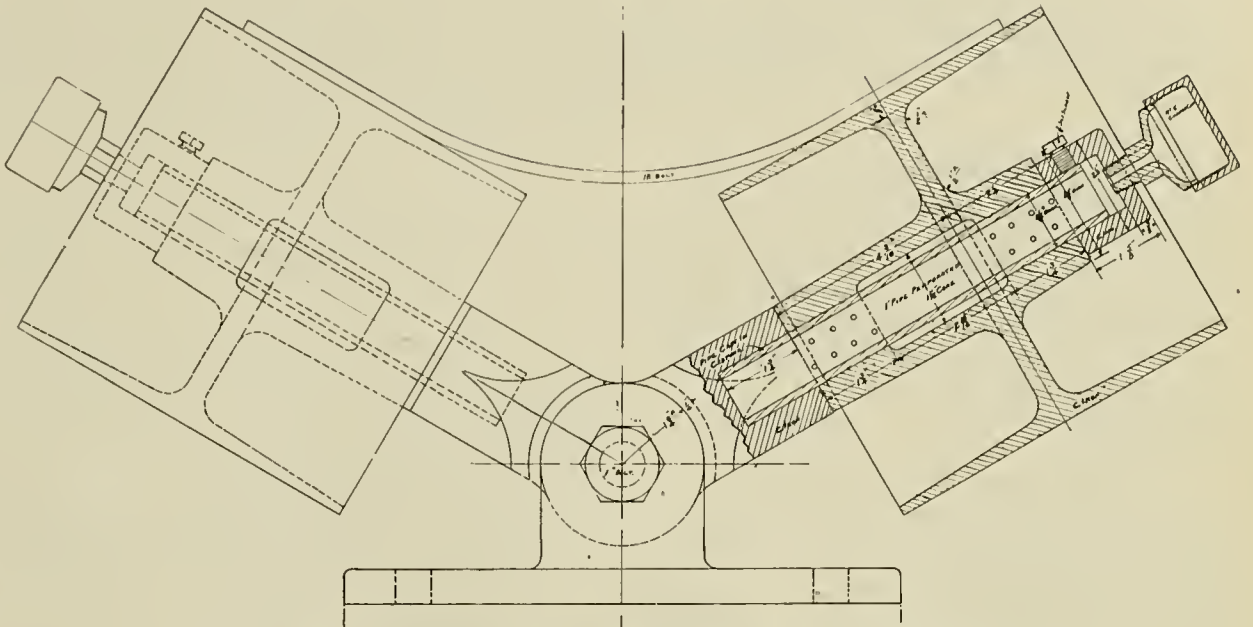


FIG. 1. THE WELLER BELT CONVEYOR ROLL SHOWING PIVOTING OF ROLLS.

has been to give lower and more rigid grades early in the season while the bulk of the grain is being received and higher and more liberal grades thereafter. The design of the Wisconsin bill is to make it next to impossible to follow the practices which have made the Minnesota system of inspection so injurious."

Whereupon the house on February 27 by a large majority endorsed the minority report and declared its belief that the Wisconsin bill, should it become a law, "would improve the condition of grain shippers in North Dakota."

WEIGHING AT BUFFALO.

The Weighing Department of the Buffalo Merchants' Exchange has just completed a test of all scales of the transfer elevator and several mills at

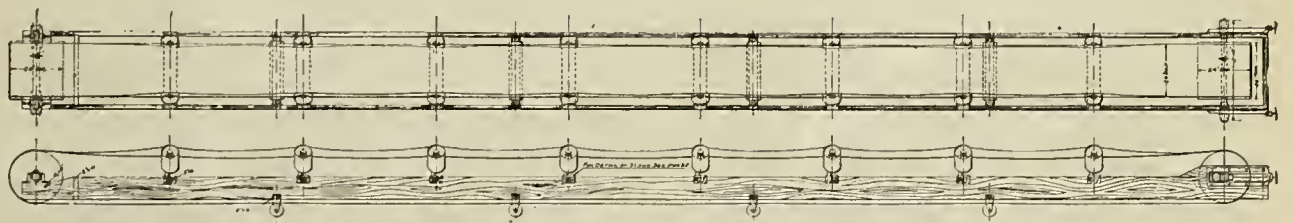
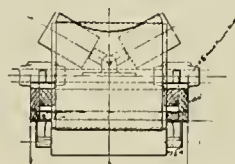


FIG. 2. SHOWING END VIEW OF ROLL AND TOP AND SIDE VIEW OF BELT.

that point, and is now at work testing the scales of all lake elevators.

This work is under the personal supervision of Frederick Mattice, one of the best scale experts in the country, who has had many years' experience in this work, especially in the weighing of grain. Mr. Mattice has been made assistant to Chief Weighmaster Shanahan, who is hard at work completing the weighing system of that department and who expects to have all details completed shortly and the affairs of the department running smoothly.

The Chicago Board of Trade on March 2 voted 554 to 231 not to make No. 1 and No. 2 hard wheat deliverable on wheat contracts.

THE WELLER BELT CONVEYOR ROLL.

The Weller Manufacturing Company of Chicago have bought out a new adjustable, self-oiling, dust-proof concentrating belt conveyor roll, the essential features of which are shown in the accompanying line cuts.

It is designed to take the place of the old style carrying rolls for belt conveyors; and this new type has been developed after studying the objectionable features of the type of rolls now in common use. As users of belt conveyors know,

one of the chief difficulties with the old style on long conveyors has been to keep the belt straight or central on the rolls. This is caused by settling of the frame work carrying the rolls, or by numerous other reasons that compel the use of side or edge rolls that do more to injure the belt in one day's work than a month's run without them.

It will be seen by referring to the accompanying cuts that both rolls of this new "Weller" type are pivoted at the lower end so that each is adjustable to any angle desired to make the belt run straight the entire length of the conveyor without the use of side guide rolls. As the belt wears, this adjustment can be readily made to take care of any stretch caused by wear. Up to and including 26-inch belts, no center or horizontal rolls are used, the necessary troughing of the belt to carry

the material being made by the man operating same and allowing the belt to form its own curve on the bottom, depending on the nature of the material handled.

The rolls are cast iron, and made in two diameters, 6 and 8 inches, the face of the pulley depending on the width of belt used. The oiling arrangement is claimed as perfect, and is so arranged that any dirt that may have settled in the bearing is forced out by the grease which is supplied by holes in the center, and forced out toward each end of the journal, thereby preventing any lodgment or grinding of foreign substances.

"Be friendly; write occasionally."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

EXPECTS TO BUILD NEW ELEVATORS.

Editor American Elevator and Grain Trade:— I expect very soon to start building another elevator at Cherokee and another at Yewed, both in Woods County, Oklahoma, which I expect to have completed in time for the coming harvest, which at this time could not have a more favorable outlook.

Yours very truly, H. L. SPANGLER.

Byron, Okl.

WOULD BENEFIT FARMER AND OTHERS.

Editor American Elevator and Grain Trade:— We are warm supporters of the movement to bring about better trade relations with Canada; for we firmly believe that this is one of the great questions of the day. We believe it would benefit the farmer, the wholesale trade and the grain trade, as well as our manufacturing interests.

Respectfully yours, McCABE BROS.

Duluth, Minn.

TRANSFER OF AN ELEVATOR.

Editor American Elevator and Grain Trade:— I have just closed up a contract wherein M. L. Delaney, a brother of Delaney Brothers, of Delaney & Mansfield, of Niantic, has purchased W. W. Porterfield's elevator at Ivesdale. He will take possession on March 1. Ivesdale, you will remember, is a good grain point east of this city about twenty-five miles. There are two other elevators at this place.

Yours respectfully, C. A. BURKS.

Decatur, Ill.

WILL BUILD ELEVATORS.

Editor American Elevator and Grain Trade:— Three new elevators will be built in this county this spring. The Vienna and Belknap Grain Company are promoters of one at this place and one at Belknap, and J. B. Kuykendall is the promoter of another at Vienna. The plans and specifications were furnished by W. H. Caldwell, representing the Barnard & Leas Manufacturing Company of Moline, which firm furnish the machinery.

Yours truly, J. F. WRIGHT.

Vienna, Ill.

AS SUCCESSFUL AS THE CAR FAMINE WOULD ALLOW.

Editor American Elevator and Grain Trade:— Our firm started in business over six months ago, the partnership consisting of H. G. Anderson and brother, Simon Anderson. The former had been manager for F. J. Sawyer for twelve years, and later was a member of the firm of Watkins & Anderson, which firm was dissolved when our firm was organized.

We have been doing a very successful business; but the car situation for the past month or so injured trade very materially. However, light is breaking now: the dawn appears.

Yours truly, H. G. ANDERSON & CO.

Buffalo, N. Y.

FREER TRADE RELATIONS WITH CANADA.

Editor American Elevator and Grain Trade:— We believe that freer trade relations with Canada would be very beneficial to the Northwestern States. It certainly would result in considerable of their wheat coming to our markets. At the same time, we do not think that the price of American wheat would be affected to any extent by trade relations with Canada, because Canadians meet us in competition in the English and European markets, and the price of wheat is practically fixed from there.

As you probably well know, Canada is rapidly developing and is bound to be a great factor in the spring wheat producing areas; as no doubt from now on, on account of the immense immigration to that section, the amount of wheat produced there will rapidly increase; while in our own country the amount is apt to decrease, on account of the dispo-

sition on the part of our farmers to diversify their farming.

Yours truly,

THE VAN DUSEN HARRINGTON CO.,

Duluth, Minn.

Per A. W. Frick, Mgr.

DULUTH IN FAVOR OF RECIPROCITY WITH CANADA

Editor American Elevator and Grain Trade:— The Duluth Board of Trade favors reciprocity with Canada, believing it for the benefit of the grain trade and not detrimental to any interest in the United States at the present time. Our farm products are now competing with Canadian in the foreign markets of the world, and we believe it can be handled through the channels of trade in this country less injuriously to the producer and the dealer than under the present system.

Yours truly, McCARTHY BROS. & CO.

Duluth, Minn.

NEW COMPANY ORGANIZED.

Editor American Elevator and Grain Trade:— We want your paper sent to the address of our new firm, which was incorporated on January 7 with a capital stock of \$25,000, all paid up. The new company absorbs the Midlothian Grain Company, Midlothian Lumber Company and the Midlothian Milling Company, and is called the Midlothian Grain and Lumber Company.

We certainly appreciate your journal, and could not do a grain business without it.

Too much rain has fallen for the wheat crop, and it is too wet to sow oats. It looks now as though we would have only about half an oat crop sown.

Yours truly,

MIDLOTHIAN GRAIN & LUMBER CO.,

per W. W. Major.

Midlothian, Texas.

HOW LITTLE SPACES IN ELEVATOR BINS CAN BE MADE VERY VALUABLE.

Editor American Elevator and Grain Trade:— This year when the car famine exists every inch of bin room in an elevator is valuable, and it becomes more valuable, and more evident, if every inch is available at any moment needed.

If a hundred bushel space in ten different bins could each be made available at ten different times a day, over and over again, they become for that day as valuable as one bin with 10,000 bushels' space, or as valuable as an elevator of that capacity.

With an Automatic Signalling Distributor you can utilize every inch of grain space in every bin in your elevator over and over again, as often as the bins can be lowered and filled, without a moment's loss of time and without visiting the cupola.

This availability in many instances, the present season, has been worth more in one day than the cost of such a distributor. The spaces so utilized would be lost to use entirely with any other device, or even worse than lost, by repeated mixing grain, if an attempt were made to utilize them.

Omaha, Neb.

M. RECTOR.

OBJECTIONS TO NATIONAL GRAIN INSPECTION.

Editor American Elevator and Grain Trade:— Referring to Senator McCumber's bill proposing to create a national system of grain inspection under control of the Agricultural Department, I am willing to admit the theory of a uniform inspection throughout the country looks good at first glance, but I do not think it at all practical, neither do I see whom it would benefit, unless it be the foreigner. Surely it would not benefit the farmer who raises the grain, for the reason that if a uniform grade is maintained throughout the country, the standard must necessarily be high, and a rigid, arbitrary grade must be enforced each year the same, regardless of the quality of the crop raised, which would work a hardship on the section of country where the crop is of poor quality to the great advantage of the more fortunate section where the crop is of good quality.

And again, as all the grain is handled on the grade of some market final, I can't see that a national inspection would be any improvement over our system of state inspection. It seems to me the national inspection would only complicate matters more, in that we would then have the two inspec-

tions (national and state). And I would respectfully inquire, who is asking for a national inspection?

Respectfully, FRED. H. TEDFORD,

Kansas City, Mo.

Asst. Chief Inspector.

FAVORS ARBITRATION OF HAY TRADES.

Editor American Elevator and Grain Trade:— I have always been an advocate of adjusting trade differences by arbitration, believing that a fairer, better and much more pleasant and agreeable adjustment of differences arising through trade channels can be had in this manner than by and through the courts at law.

It is obvious that a committee of three or five fair-minded men who are fully versed in the particular line in which such differences arise can better understand and appreciate the true conditions and as a matter of fact arrive at a more just and equitable conclusion than a court who has absolutely no technical knowledge along the particular line in which the differences arise.

I am, sincerely,

GEO. S. WARREN.

Saginaw, Mich.

NEW RULE PROPOSED AT NEW ORLEANS

Editor American Elevator and Grain Trade:— I take pleasure in enclosing statement of exports through the Port of New Orleans for the month of February. The statement shows that the amount of grain exported through our port during the month, amounted to a total of 4,324,611 bus. Of this total, the Grain Inspection Department of this Exchange inspected 775,753 bus. of wheat, 3,040,053 bus. of Corn and all the Rye. The statement as presented shows a heavy increase over the movement for the same period last year.

This Exchange, in its endeavor to stimulate, and at the same time guarantee, the safe carrying of corn from this port and to put such safeguards against its heating as are consistent, is now considering the adoption of the rule below, which will undoubtedly be appreciated by grain shippers as of the greatest possible benefit to the trade:

"Rule 22.—All steamships taking grain in No. 2 hold (when said hold extends to stoke hold bulk-head), or in reserved bunker which extends to said stoke hold bulk-head, must have wood air space bulk-head not less than nine (9) inches clear, with ventilators each side from air space to upper deck. When carrying Maize, said bulk-head to be covered with non-heat-conducting felt not less than one (1) inch thick, more if required by surveyor, and over said felt, board covering to protect same from being injured or destroyed by contact with other cargoes, or when trimming grain."

Yours very truly,

FRED MULLER, Secretary.

New Orleans Maritime & M. Exchange.

WHY RECIPROCITY WITH CANADA IS DESIRABLE.

Editor American Elevator and Grain Trade:— We believe in reciprocity with other nations, and particularly with Canada, for the following reasons:

First. Our country produces more than we can consume, and we must look for outside markets for our surplus.

Our manufacturers are now being forced to build factories in Canada to protect themselves.

Canada is now the third largest customer this country has. Their duties are 25 per cent on goods they import from here, while our duties are 50 per cent on goods imported from Canada. This condition of things cannot hold a great while longer. Either we must let down our duties or Canada will advance her duties. We cannot make so advantageous a trade now as we could five years ago, but we can make a better one now than we can five years hence.

Second. Manitoba wheat is selling in Liverpool to-day several cents below American wheat.

We have a surplus of wheat and the surplus will fix the price for the crop. To-day our farmers are getting several cents per bushel less for their wheat than they would if Manitoba wheat came into this country free, and was handled through our commercial machinery. The farmer depends on a non-producing population for his market. If our skilled

workmen are forced over into Canada, it takes from our farmers just so many customers.

Third. Anything that helps the manufacturer helps the farmer, the merchant, and all classes of business. We see no more reason why there should be a "stone wall" between Canada and the United States than between our own states of Minnesota, Iowa and Illinois.

This is a subject that grows upon one the longer you think about it, and the above are briefly a few reasons why we advocate reciprocity.

Yours truly,
Duluth, Minn. AMES BROOKS CO.

NATIONAL INSPECTION POSSIBLE.

Editor American Elevator and Grain Trade:—My experience as an officer of the Chief Grain Inspectors' National Association has taught me that for some unaccountable reason or reasons the grain trade does not want uniform grading of grain, as only one definite reply was received agreeing to the proposition of this association to adopt uniform rules for grading, and that from Cincinnati.

I am sincerely sorry for this, as I do not think the trade will have such an opportunity again short of an inspection under the supervision of the general government, which, in my opinion, in the interest of interstate commerce is bound to come sooner or later.

The McCumber bill had many weaknesses and flaws which it is useless now to discuss, as the bill is dead; but if I mistake not, we will have more on this subject in the near future. It was somewhat ahead of its time, as the investigations now under way by the United States department of agriculture are not yet in shape to be put before the trade with any probability of acceptance.

I am not, however, in favor of any measure, either governmental or otherwise, that will not give us something better than we have now or that will be dependent on human judgment and idiosyncrasies.

Yours truly,
Buffalo, N. Y. J. D. SHANAHAN.

RECIPROCITY WITH CANADA WOULD BENEFIT ALL CLASSES.

Editor American Elevator and Grain Trade:—We most sincerely believe that the removal of the present tariff restrictions on the trade relations between the United States and Canada would be of great benefit to the entire Northwest, including grain dealers, commission merchants and farmers. It would be of benefit to the grain trade of the Northwest in that it would open up to them an empire of fertile lands which are rapidly coming under cultivation and especially adapted to wheat raising, from which they are now prohibited by the American tariff. As well ask, "Would Chicago grain trade be injured by a prohibitive tariff on grain shipped to Chicago from Kansas, Nebraska, Iowa and other Western States?" Such a question admits of but one answer. The removal of the present tariff on Canadian wheat is of great importance to the grain trade and milling interests of the Northwest.

How would it affect the wheat producer of the Northwest? We are convinced he would not be affected adversely by such removal, but that the opening of the American grain market for Canadian wheat would tend to advance the price of the American product. The United States is an exporter of wheat and the price of its product is thereby fixed by the foreign market, and our wheat growers are, therefore, competing in a foreign market with the Canadian farmers of the Northwest at the present time. They, however, are compelled to meet a competition that does not have access to all markets. The Canadian farmer is restricted by the present American tariff on his product largely to the British market, and, owing to this inability to sell his wheat in all markets, the price of his product is depressed; and as the wheat of the United States must come in competition with his wheat, the value of the product of the United States is depressed accordingly. Were the duty removed, the Canadian grain would find its way into the hands of strong grain interests of Duluth, Minneapolis and elsewhere and thereby its depressing influence on the world's wheat market be avoided. That this is not merely an abstract

theory but a fact which can be attested by any American wheat exporter.

Will the grain, agricultural and commercial interests of the Northwest be injured by freer trade with Canada? We believe not, but, on the contrary, that all interests will be greatly benefited.

Yours truly,
THE JOHN MILLER COMPANY.
By John Miller, President.

Duluth, Minn.

ILLINOIS SEED CORN BREEDERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—Thinking that the proceedings of the annual meeting of the Seed Corn Breeders' Association, especially the official definition of a "Seed Corn Breeder," would be interesting to your readers, I inclose herewith a copy of the minutes of the annual meeting recently held at Champaign.

Hoping that you can give this space in an early issue of your publication, I remain, yours for the improvement of the corn crop.

JOHN R. CLISBY, Secy.

Arcola, Ill.

Following is the definition referred to:

The following was unanimously adopted as definition of "A Seed Corn Breeder," and all applicants for membership are required to conduct a breeding patch in accordance with this. The Illinois Seed Corn Growers' Association recognizes the following "Fundamental Principle" upon which its methods of corn breeding are based:

Fundamental Principle—Every individual corn plant is possessed of a distinct individuality which corresponds to the individuality of animals.

Methods of Corn Breeding.—1. Selection of seed ears. (a) Every ear of corn to be considered as a possible seed ear for the breeding plot must be selected in the field and with special reference to the character of the individual corn plant upon which it is produced. (b) Every ear which is ultimately selected for the breeding plot must conform as nearly as possible in appearance and physical measurements to definite and desirable standards. (c) If the seed corn is selected by mechanical examination only of sections of kernels for improvement in composition, the efficiency of the selection shall be determined by the chemical analysis of at least two composite samples, of which one sample shall represent all selected ears which are planted in the breeding plot, and the other sample shall represent all ears which are rejected by the mechanical examination. (d) If the seed corn is selected by chemical analysis for improvement in composition, the composition must be determined of each individual seed ear which is planted in the breeding plot.

2. The Breeding Plot.—(a) The breeding plot shall contain at least 25 rows of corn which are at least 100 hills long. (b) Each separate row of corn in the breeding plot shall be planted with a separate individual ear. (c) All rows which show as on a whole marked inferiority and also every individual corn plant which may show marked inferiority, in whatever row it may be found, shall be carefully detasseled before the pollen matures. (d) The performance record of each individual field row shall be determined and this shall include an accurate determination of the total weight of ear corn which the row produces.

3. Selection of Seed Rows.—(a) The selection of seed corn for the next year's breeding plot shall be confined to 40 per cent of the field rows; that is, at least 60 per cent of the field rows must be rejected as a source of seed for the breeding plot. (b) The selection of the individual rows from which seed corn may be taken shall be based upon the performance record of the row as a whole, but with special reference to the yield of corn which the row produces, which in all cases must be ascertained by computation from at least 100 consecutive hills and without rejecting vacant hills. Every member of the Association shall have on file, with the custodian designated by the Association, not later than June 30 of each year a record of measurements and characteristics of each seed ear which is planted in his breeding plot, and not later than December 31 a statement of the performance records of the individual field rows, which shall include the exact weight of ear corn from every field row, the enumeration of the selected field rows, and the total number of ears (including nubbins) from each of the selected field rows, and, if breeding by chemical analysis for improvement in composition, he must also deposit separate composite samples representative of the corn produced on each selected field row.

Multiplying Plot.—(a) The seed for the multiplying plot shall be taken from the selected rows of the breeding plot and may include all good seed corn from those which is not required for the breeding plot. This seed may be mixed together and planted on the multiplying plot. (b) The corn grown in the multiplying plot shall be carefully protected from foreign pollen and all inferior stalks shall be

detasseled. (c) The exact yield of the multiplying plot must be determined and registered.

Commercial Fields.—(a) The seed for the commercial field shall be only the best obtainable seed corn from the multiplying plot. (b) The exact yield of commercial must be determined and registered. (c) From commercial field the finest ears may be selected and sold to the trade as pedigreed seed corn. (d) When corn is sold as pedigreed corn, the pedigree must accompany each lot of corn sold, showing the yields of the commercial field, the multiplying plot and of all preceding breeding plots. (e) If a claim is made for improved composition in the pedigreed corn, the pedigree must show the average composition of the crops produced in the breeding plot during the period of breeding.

Selling Seed Corn.—All seed corn must be sold on the ear unless ordered shelled by the purchaser, and in no case shall shelled corn be sold at a lower price per bushel than the same corn would be sold for on the ear.

POLITICAL VS. EXCHANGE CONTROL OF INSPECTION.

Editor American Elevator and Grain Trade:—It seems to me that to those familiar with business principles and politics there can be but one opinion of Senator McCumber's bill proposing to create a national system of grain inspection under the control of the Agricultural Department.

Government inspection cannot be accomplished without being more or less mixed up with politics; and I am opposed to mixing bad politics with good grain.

I do not wish to be understood as denouncing all politics as bad. Under our system of government we have parties, and these parties must of necessity be more or less political. The grain trade is abundantly able in my opinion to take care of its own affairs, and does not need, or want, political influences to enter into these business matters.

I claim that the inspection of grain, as a whole, is now on a sound basis, and well conducted. The only improvement I can suggest to the present system is a little more uniformity in the grading of grain, and to the accomplishment of this end the Chief Grain Inspectors' National Association is bending all its energies with a flattering prospect of success.

The Boston Chamber of Commerce, like many other organizations for the handling of grain, is composed of about 1,000 business men, governed by a president and board of directors. The directors are elected to office by reason of their knowledge of business and their ability to conduct business matters in a business-like manner. The president appoints, subject to the approval of the directors, the various committees who have a general supervision over the affairs of the Chamber. Among these committees is what is called the "Grain Committee." This committee appoints, subject to the confirmation of the board of directors, a Chief Inspector. The Chief Inspector appoints his deputies, subject to the approval of the Grain Committee and board of directors. All disputes as to the grading of grain, or appeals from inspection, are referred to the Grain Committee, whose decision is final. The Grain Committee is so constituted as to fairly represent the sellers of the West and the buyers of the East, and the members are selected because of their superior knowledge of grain.

To sum up, the Inspector must be a man in good standing, a man of long experience, of good judgment and superior knowledge of grain; be recommended by a committee who know what grain is and confirmed by a board of directors who have spent most of their years in the grain trade. The Inspector is also under heavy bonds to faithfully discharge his duties. What qualifications would be required under government contract is "an unknown quantity." Boston, New York or Philadelphia may want inspectors. What would be the procedure of appointment? Some man, who may, or may not, be qualified for the position, is recommended by some ward politician, who also may, or may not, know anything about grain, to his representative in Congress, who does about the grain trade, who in turn recommends him to the appointive power. Now what guarantee is there that this man is fitted to fill this responsible position? As a fair business proposition, I ask you, if you were engaged extensively in the handling of grain, which one of these systems of inspection

would you prefer? I apprehend your answer, and the answer of any good business man is quite apparent.

Respectfully yours,

GEO. H. WOLCOTT,

Boston, Mass.

Chief Inspector.

THE ELKINS BILL AS IT IS.

Editor American Elevator and Grain Trade:—Referring to your editorial on page 407 of the issue of the "American Elevator and Grain Trade," February 15, it would appear that the two Elkins bills have been mixed. One bill, No. 3521, was introduced by Senator Elkins in the last session of the present Congress. This bill has not as yet passed and was intended to amend the interstate commerce act. The new bill, No. 7053, while it amends the interstate commerce act, is more in the nature of anti-trust legislation and passed the Senate on February 3. This bill, now having passed both Houses, has been signed by the President.

The remark attributed to Interstate Commerce Commissioner Prouty, to the effect that no action by Congress could be expected at the last session, if made at all, undoubtedly referred at the time it was made to Elkins bill, No. 3521. This bill was intended to give the Commission authority to fix rates in particular causes and also to authorize the carriers to pool their freights or divide their earnings under the supervision of the Commission. Because of disagreement among the members of the Senate committee on interstate commerce, this bill has never been reported to the Senate.

During the late session the second Elkins bill, No. 7053, was drafted in the committee, reported to the Senate and passed. The main purpose of this act is to strengthen the criminal provisions of the interstate commerce law. It contains a provision enabling the government to apply to the United States Circuit Courts for an injunction against the carrier compelling it to observe its published tariff rate. But this is only another means of requiring compliance with a mandatory provision already in the statute for violation of which penalties are provided.

As stated in your editorial, imprisonment for criminal offenses under the act to regulate commerce is abolished, but the fine is increased to a maximum of \$20,000 and the carrier corporation is made indictable as well as its officer or agent or the shipper.

The provisions of the Elkins bill, No. 7053, are excellent so far as they go; but they do not confer any additional regulating powers upon the Commission, the necessity for which doubtless will be emphasized through the giving of preferential rates in open tariffs, as a consequence of the practical discontinuance of secret concessions through the operation of this law.

What is now needed is not a safeguard against secret rebates, but a regulating power prohibiting high tariff upon a commodity which competes with another—that other taking a lower rate. In short, the question of rates is still in the hands of the carriers, they to be the sole judge whether or not they are reasonable or unreasonable and the shipper in a large measure is without recourse.

JOHN B. DAISH,

Chairman Committee on Interstate Commerce Law of the National Hay Association.

NEW ELEVATOR AT FORT WILLIAMS, ONT.

John S. Metcalf Co. have the contract for drawing up plans and specifications for a fireproof elevator of about a half million bushels' capacity for the Ogilvie Flour Mills Co. of Montreal. The new elevator will be built at Fort William, Ont., where the Ogilvie Flour Mills Co. will also construct a mill of 1,500 bbl. daily capacity.

The Hall Elevator Company of Duluth, which last fall let a contract to Barnett & Record Company to increase the capacity of their elevator, will not begin work until the matter of Wisconsin inspection is settled. They are opposed to two inspection systems for one market.

GRAIN DEALERS' UNION HOLDS TWO MEETINGS.

President D. A. Hunter and Secretary Geo. A. Stibbens are making rapid progress in interesting Missouri grain dealers in the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri. Two meetings held on February 16 and 17 at Hannibal, Mo., and Mexico, Mo., respectively, were very fairly attended, considering the inclement weather on the two dates, and a number of new names were added to the union's membership.

President Hunter called the meeting at Hannibal to order in the rooms of the Labinnah Club at 2:30 p. m., Feb. 16, and said: "It is a great pleasure to us to meet the dealers in Missouri in this section. I think our attendance would have been greater had it not been for a bad railroad wreck and storm. Our purpose in this territory is to have you establish conditions similar to those in our territory in Iowa. We wish to eliminate the bad elements from the business. One of these evils is the scalper, who comes in and demoralizes business during periods when grain is moving and prevents the grain man who buys the year around from doing any business at a profit. The Grain Dealers' Union grew from a small beginning into a strong organization which has done the trade a great deal of good. We had many discouragements at the start on account of so little interest shown by dealers and we had an uphill row for about two years. We had a good secretary, however, and that is why our organization lived. When we were thoroughly organized we went after the scalper and we finally eliminated him from the business. We now have very little trouble from this source, in fact scalpers cannot do business to any advantage in our territory."

Secretary Stibbens read the following paper:

SECRETARY STIBBENS' PAPER.

For the third time I have the pleasure of talking to the Missouri grain dealers; but I find it very difficult to make an argument on the benefits of organization, without repeating what has been said before.

I have often wondered why the grain dealers in this state have never made an effort to bring about better conditions in the grain trade; and I take it that it is because no one has ever taken it upon himself to take the lead in the matter. We come before you, gentlemen, with a simple business proposition, and it is for you to decide whether you care to accept it. We are not novices in association work, as we have been connected with it from its infancy, and speak from experience.

You have a section of country here, producing good crops, with from one to three grain dealers in every town. Some are making it a regular business and some simply a side issue. One of the objects of this organization is to confine the business to those who have an investment and keep an open market every day in the year for the convenience of the farmers. You will probably ask, How can this be done? Let all of you become members of this organization, and we will publish a list of all the regular grain dealers in the state, sending copies of same to all commission merchants in all markets; and you can rest assured they will only be too anxious to confine their business to the names on such a list, as it will be a protection to them, when they come to pay drafts; for it is reasonable assurance to them that a man who is regularly engaged in the business and has an investment therein cannot afford to be tricky and dishonest. Another reason you need to be organized is that if you have a difference with a receiver or a competitor, it can be arbitrated with little expense, thereby saving the great cost of going into the courts to collect a small claim; besides if you are a member of an association and have trouble with a competitor, you have always a disinterested party to step in between you and play the role of peacemaker; but to-day you have nothing of the kind.

In unorganized territory we find the dealers are never friendly to the railroads, which is unfortunate for all concerned; but go with me to-day into sections where associations exist, and you will find the shippers and railroads working together in harmony. Dealers located in towns where there are two or more railroads should see to it that each road gets a fair proportion of the shipments, otherwise grief is in store for you, for no railroad will allow a competitor to haul all the grain out of a station where it is entitled to a share of it; and it is your business to see to it that each road receives its share.

Another reason you need to be organized is because you probably have obnoxious laws that are detrimental to your business; but if you hope to get relief from them, it must be at the ballot box or through the influence you bring to bear on your state legislature. The inspection of grain in this state is dominated by politics, and will be until such time as the voters of Missouri see to it that inspectors are appointed on account of their knowledge of the various cereals and not because of political pull.

Another reason you should organize is that the city of St. Louis is trying to place the weighing of

grain under the jurisdiction of the St. Louis Merchants' Exchange, and they need your assistance to aid them in repealing laws that prevent them from establishing a weighing system that will fully protect every pound of grain you send there.

Some of you may have formed the opinion that the primary object of all associations is to make and maintain prices. If this is so, disabuse your minds of that supposition; for they undertake to do nothing of the kind; on the other hand, there is a broad field of work for the various associations, and legitimate reasons for their existence. All reforms in terminal markets are a direct result of association work; but few of you realize the great improvement brought about in the past few years, and the good work is only fairly started.

It will be well for you to bear in mind, if you desire to better your condition, that it will be necessary for you to give us your best support, as no organization can do effective work with a lot of luke-warm members. The good feeling that will exist among you, on account of the acquaintance you will make by attending these meetings, will have a tendency to harmonize trade conditions among you and bring about a profitable business. Do not be afraid to let your customers know you belong to an association, as your influence in assisting to bring about weights and grades at terminal markets redound to their advantage as well as yours; and if you have any diplomacy at all, you should be able to give them legitimate reasons for the existence of the organization to which you belong.

In becoming members of this union do not think the receivers are under obligation to grant all your requests and get nothing in return, as they are the people who are largely responsible for the thrifty condition of the many organizations; and you must at all times take into consideration the fact that it is your duty to protect the commission merchant who protects you and your business. The country dealers should patronize the receivers who are friendly to the associations, and withhold their business from receivers who are enemies of the various organizations and seek to disrupt them. In order to bring about a betterment of conditions it is necessary for the producers, grain dealers, commission merchants and railroad companies to work in harmony, for their interests are so closely allied that a mistake made on the part of one interest is fatal to the welfare of all concerned.

A harmonious grain trade in this state means better prices to the producer, a reasonable profit to the dealers, the building of more elevators, which will be extremely advantageous to the railroads and the farmers, in times of car famines, like that which is being experienced at this time. It is well to remember that no one business interest in this great country is entirely independent, but dependent to a certain extent on the success of other classes of business. The fundamental principle that wins with all organizations is honesty; and if you expect all your competitors to be honest with you, it certainly will be necessary for you to accord to them the same fair treatment, otherwise you can never hope to have a pleasant and profitable business.

The reason that some dealers are slow in identifying themselves with an association is that they desire to see ten dollars come in for every dollar they pay out; however, it is impossible in new territory to get quick results, as it takes time to break off the rough edges in order to cement you together. Every class of business of any importance is organized for mutual benefit and protection; and until such time as you take the same steps, you will plod along in the same unprofitable old rut, that you have been in for years.

The man who makes the grain business a side issue and is only an occasional buyer is not the man who makes a regular market for the producer; neither is he the man who makes a pleasant shipper for the railroads; neither is he the party the receivers care to pay drafts for. The producers in this state need men who will invest a reasonable amount of money in maintaining proper facilities for handling their grain, and keep an open market the year round; who will buy a wagonload or a carload of grain as the case may be. The man who goes into a station and buys a few carloads of grain while it is moving is not the man who pays taxes and helps to support your town, but is there for the purpose of scalping out a few dollars to take away with him. He remains long enough to demoralize the business for miles around and then leaves.

In closing I desire to emphasize the fact that any regular dealer who goes into another town to buy grain where there is a regular dealer is as much of a disturber as the vilest scalper in the land.

President Hunter: In order to give you an idea of the working of our Union the secretary will read the constitution and by-laws.

Previous to the reading Secretary Stibbens said the constitution and by-laws had been examined by expert attorneys and found legally unobjectionable in any respect. It conflicted in nothing with the laws of Missouri or any other state.

On the announcement of the president that the meeting was open for questions or discussion, W. K. Boudreau of Ewing, Mo., introduced a copy of House Bill No. 245, which was pending before the Missouri State Legislature. The bill was read by the secretary and provided that an order for ten cars or less, to a railroad company, accompanied by a deposit of \$10 for each car, must be honored in 3 days; from 10 to 50 cars in 6 days, and 50 or more cars in 10 days. In case of failure of railroad com-

pany to deliver the cars a heavy penalty was provided.

The secretary said that he did not believe there was a grain dealer in Missouri who was in favor of the bill. He said he thought that each grain man should write to their state representative and senator requesting them to vote against the bill. The grain dealers cannot afford to go to war or antagonize the railroad companies. The best way to do is to work in harmony with them. It has always been my experience that if you go to the railroad companies with a fair proposition they will meet with you in a friendly spirit. The railroads of the country are doing the best they can, but business has increased so fast that railroad equipments are no longer adequate.

Mr. Boudreau stated that he had written to his state representative and senator with the request that he vote against the bill.

President Hunter also spoke against the measure. In his opinion it would prove unwise legislation.

Answering questions from F. E. Browder of Hannibal, Mr. Hunter stated that he did not think there was any giving of rebates in territory occupied by the Union and that at points where there was room for but one grain elevator the policy of the Union was to hold the one, but where there was room for two houses it advocated two, as it was considered better for the dealer. He also stated that with the growth of the Union men only engaged in business who were reliable and who were judges of grain so that grain was purchased more than formerly with the view to its grading as purchased. The best wheat was sold to the miller.

G. A. Willetts of Osceola, Iowa, spoke of the benefits of association. He had tried at first to do business without joining the Union and was often involved in difficulties. After he had joined the Union he had less trouble and had made more money.

M. J. Hassler of Louisiana: I find that organization is a good thing for the grain trade. I am not in favor of the bill which is now before the legislature. I expect to stay in the business and I will go in with my friends and neighbors. I think the association will be helpful. I would rather meet a well posted business man and deal with him than I would with a scalper. I shall favor becoming a member of the Union. It is worth trying.

President Hunter stated that he had heard that one purpose of the Union was to give the officers a salary. He said that the present salary of the secretary was the nominal sum of \$700 per year. The president's office was an unsalaried one, but he was allowed a sum per day and expenses when out on work of the Union.

Mr. Willett spoke of the value to the members of having claims settled by the secretary, thus avoiding unnecessary and often costly litigation.

President Hunter said that the arbitration committee of the Union was always at members' service. In case of dissatisfaction of this committee the question involved could be taken before the arbitration committee of the Grain Dealers' National Association.

The following new members were received:

Metcalf & Dingle, Palmyra; W. K. Boudreau, Ewing; Shale & Wine, Clarence; Hannibal Milling Co., Hannibal; McCarty & Lewis, Clarence; Crow & Whaley, Shelby; Hannibal Cereal Co., Hannibal; A. H. Green, Monroe City; Hassler Brothers, Louisiana.

THE MEETING AT MEXICO.

President Hunter called the meeting to order in the parlors of Hotel Ringo at 3 p. m. and after expressing his pleasure at meeting the dealers present he reviewed the work of the previous Missouri meeting and stated the objects and aims of the Union. He also related the history of the Union and its successful growth, due to the good results which it had afforded its members.

Secretary Stibbens read the paper which he had read at the meeting at Hannibal and afterwards referred to the bill before the state legislature which had for its object the enforced delivery of cars by the railroad companies within a specified time, and said that each dealer present ought to write his

state senator and representative with the request that he vote against it.

A. F. Owens, Brunswick, said he was in favor of the Union, but that there were conditions in the southern territory which it seemed to him the Union would be unable to cope with.

President Hunter said the Union was only concerned about conditions in its own territory. D. B. Sailor of Montgomery City discussed the farmer shipment problem.

W. S. Hathaway of Mexico said it was the proper thing to organize, get together and talk matters over. If we can get our prejudices under control and get in line with our competitors we would be a great deal better off.

Secretary Stibbens spoke of the work the Grain Dealers' Association was doing in the South and said that one reason why conditions were as favorable in Missouri as they were was because the dealers were surrounded by associations which had produced good results.

The custom of loaning sacks was discussed and it was the prevailing opinion that this should be discontinued by every dealer.

L. F. Cobb of Odessa said that after putting up with the evil of loaning sacks for a long time he had finally turned all his sacks over to a man to whom he paid \$30 per month for renting them to farmers. He now had no further trouble.

As the president and secretary were obliged to take an afternoon train for Kansas City there was no formal adjournment of the meeting. The following dealers applied for membership:

Jacobi Brothers, Martinsburg; Burke Brothers, Centralia; Baird & Blankenship, McKittrick; L. P. & J. H. Miller, High Hill; Horstman & Frerking, Alma; L. Chowning & Son, Lathrop.

THE EVENING SESSION.

John A. Warren of St. Louis was made chairman of the evening session on motion by Mr. Hathaway. He said that all subjects of interest to grain dealers were open for discussion by the dealers present and that in his opinion the sooner the dealers organized and the closer they became connected in a business way the better it would be for them. He thought as far as the receivers were concerned there would not be a dissenting voice in seeing the Missouri dealers formed into an association.

It is a very essential point for the receiver, he said, to know who he is doing business with and who he was paying drafts for. I am well aware that there are no legitimate dealers who intend making an overdraft. If they do a return draft on them will meet due honor. But when we pay drafts indiscriminately, not knowing who our shippers are, we are buying a pig in a poke and paying for grain not knowing quantity or quality. But under this organization which, if perfected, and all grain dealers names are published, we have some idea who we are doing business with and will not hesitate to pay drafts.

Mr. Warren also spoke of the benefits that would accrue to dealers such as having an arbitrator in the secretary who would settle disputes and who was constantly looking after the dealer's interests.

Mr. Hathaway called upon Mayor E. E. Jones of Mexico, who said: I am glad to meet you here and to hear these questions discussed. I am a farmer as well as a grain dealer and miller in a small way. It seems to me that there are two sides to this question. I am a farmer and I find I must deal with the miller and the grain man. We buy directly from the farmer, and we ought to deal rightly by him, and by the commission man. We ought to deal fair and square with the farmer. They are well posted and know just about what their grain is worth, and they ought to have all it is worth. I think if we would all do that and get rid of the scalpers it would be a good thing. We can only do that through association. I think that all dealers should be friendly and that they should have fair profits. We are mutually linked together. I think that the best thing we can do is to be fair all round. That will mean success for all of us.

Mr. Warren stated that the principal objects of organization were protection of the legitimate deal-

ers and to promote fair dealing among the entire grain trade.

Messrs. Cobb, Hathaway, Allgermissen and others took further part in the discussion, which was agreed upon the point that dealers of Missouri should become members of the Grain Dealers' Union.

The following resolution was adopted, after which the meeting adjourned:

Whereas: It is deemed to the best interests of the grain trade of the state of Missouri, both the receiving and the shipping element, that all regular dealers become members of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri; it is hereby

Resolved, That it is the sense of this meeting that all dealers of the state should become members of the Union.

MISSOURI NOTES.

In the Union there is strength.

W. H. Axtater represented the Armour Grain Co., Chicago.

W. W. Knight represented Reynolds Bros. of Toledo, Ohio.

Secretary Stibbens: Cut out bag loaning and free storage entirely.

G. A. Willets, of O. A. Talbott & Co., Osceola, was the only Iowa dealer present.

L. F. Cobb and Mayor Jones broke a number of lances at the evening session, but bouts were in a most friendly spirit.

R. C. Roberts of Dumont, Roberts & McCloud, Decatur, Ill., distributed lead pencils with the firm name stamped thereon among the dealers.

John A. Warren as chairman had some trouble during the early part of the session to start the ball rolling, but little or no trouble after the session.

Railroads represented at the meeting were Chicago & Alton, by Division Freight Agent G. W. Quackenbush, and C. B. & Q., by General Agent William Fitzgerald.

At the meeting at Hannibal there were present: F. R. Woelfle and J. W. Roy, Canton; W. K. Boudreau, Ewing; M. J. Hassler, Louisiana; M. M. Cox, Hunnewell; J. B. Shale, Clarence; J. H. McCooey, Hannibal; James Whaley, Shelby; J. J. Carter and F. E. Browder, Hannibal; J. Q. A. Metcalf, Palmyra; A. H. Green, Monroe City; M. H. Lewis, Clarence; O. M. Friend, Hannibal; J. R. Alford, New London.

St. Louis sent a delegation consisting of the following firms and representatives: Daniel P. Byrne & Co., by G. W. Crump; G. L. Graham & Co., by O. J. Wooldridge; Brinson-Judd Grain Co., by T. C. Taylor; John A. Warren & Co., by John A. Warren; Young & Froesch Grain Co., by Geo. M. Davis; Connery Commission Co., by Hy. Blankenship; P. P. Williams Grain Co., by W. C. Seele; Langenberg Bros. & Co., by H. P. Ketcham; J. L. Wright Grain Co., by C. L. Wright; Picker & Beardsley, by Eric Picker and Jas. Vandoleh.

The following dealers were in attendance at the Mexico meeting: W. S. Hathaway, W. W. Pollock, Wm. Pollock, E. E. Jones, Mexico; C. A. Wilder, Loddonia; C. J. Lusk, Farber; Wm. McMahl, Kylesville; E. C. Waters, Vandalia; Hy. Blankenship, McKittrick; D. B. Sailor and F. H. Allgermissen, Montgomery City; C. P. Burks, Centralia; A. F. Owen, Brunswick; J. H. Miller, High Hill; H. Darling, Rush Hill; J. M. Bumgarner, Lock Springs; R. C. Frerking, Alma; J. Saubogh, Martinsburg; L. B. Wilcox, Moberly; J. B. Hart, Moberly; L. F. Cobb, Odessa.

The grain section of the Toronto Board of Trade recently made a request to the Trunk Line Association that at New York and Boston accommodation in the grain lines be given for No. 3 extra barley and No. 2 mixed wheat, instead of No. 2 rye and No. 2 peas. The reason for this was that Canadian shippers are not likely to export any more rye or peas this season from those two points. The secretary of the Board of Trade on February 18 received a telegram from the Grand Trunk railway, stating that the association had agreed to give the desired accommodation.

KANSAS LEGISLATION.

The legislator with a gun is out again in Kansas aiming at the regular grain dealers of that state who are assumed to be in a "trust" and on all sorts of wickedness intent. Two bills, at least, have been introduced to penalize combinations, one by Representative Godshalk and one of similar purpose by Senator Findlay. These bills would make it

unlawful for any person or persons or corporations to combine or confederate or agree to act together for the purpose of controlling, regulating or in any way affecting the price of grain in the state of Kansas, or at any point in the state of Kansas, and it shall be unlawful for any person or corporation to contract or agree with any other person or corporation to divide territory or profits or give rebates or discounts for the purpose of affecting the purchase or sale of grain at any point within the state of Kansas, or to in any way interfere with the free and open competition of grain in the market within the state of Kansas.

The penalty is fine not exceeding \$1,000 and imprisonment not to exceed six months.

The bill (Godshalk's) was on February 25 recommended by the committee for passage by the house.

Another bill, Bucklin's, permitting the condemnation of land on the right-of-ways of railroads for the erection of elevators has been killed by the house committee on railroads.

REINSPECTION AT KANSAS CITY.

In order to bring to a climax the complaints at Kansas City about reinspections of grain sold on the floor of the Board of Trade of that city, a committee from the Grain Dealers' National Association visited that market on February 18 to urge upon the Board of Trade the duty of reforming its rules governing deliveries and the method of the market. This committee was composed of Geo. A. Stibbens, Chicago; C. O. Prouty, Kingfisher, Okla.; D. Hunter, Hamburg, Iowa; E. J. Smiley, Topeka, Kan.; L. Cortelyou, Muscotah, Kan.; and Geo. A. Wells, Des Moines, Iowa.

The committee met with the directors of the Kansas City Board of Trade and then presented arguments for an amendment to the rules of the Board of Trade governing acceptances or rejections. Col. C. T. Prouty, as chairman of the delegation, made a statement of the objects of the meeting and the desires of the grain trade. He was followed briefly by Messrs. Stibbens, Wells and Cortelyou.

The following amendments to the Board's rules, which had been posted on 'change a few days previously, were accepted by the committee as satisfactory to the associations represented and to country shippers:

PROPOSED AMENDMENTS TO THE RULES.

Resolved, That Section 8, of Art. 15, be amended by striking out all of the first paragraph.

Resolved, That Section 9, of Art. 15, be amended by striking out of paragraph 4 all of the first four lines, and the fifth line to the period, and insert in lieu thereof the following:

"Unless otherwise agreed, purchasers of commodities sold in car lots upon the open Board during trading hours, or cars bought of members on Kansas City terms to arrive and samples delivered during trading hours (but not including deliveries from Kansas City elevators), may have such cars sampled by an official sampler.

"If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock p. m. of the next succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed to by both parties and be final; *Provided always*, that, if the car, on account of loading, or if for any other cause the sampler cannot make proper sample (and the certificate of the sampler to that effect shall be proof sufficient), and the purchaser shall so notify the seller by one o'clock p. m. of such succeeding day, the time of sampling and rejection shall then extend to such time as proper sampling can be made; *Provided* the car remain within the jurisdiction of this Board; and *Provided further*, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection."

Resolved, That Section 7, of Art. 5, be hereby amended by adding paragraph "L" thereto, which shall read as follows:

"The president, with the advice and consent of the board of directors, shall appoint persons of integrity and experience, which appointments shall continue at the pleasure of the Board of Directors, to be designated "Board of Trade samplers," whose duty it shall be, upon the request of the purchaser of a carload of any commodity bought upon the Board of Trade (provided such request is made by 2 p. m. of the day of the purchase), to obtain a true sample of the car and deliver the same to the purchaser or notice of his inability to secure such sample, by 12 o'clock noon of the next succeeding business day. In the event of his inability to make such sample, the sampler shall make and file with the Secretary of the Board of Trade a report of such inability and its cause.

"The compensation for such sampling shall be a fee of 20c per car, said fee to be full compensation and to be paid by the purchaser."

These amendments have both been adopted by the Kansas City Board of Trade and are now in full force and effect.

SHEETS & PAUL, BOTKINS, OHIO.

The name of Sheets & Botkins is well known among the grain buyers of western Ohio. Phil. Sheets, senior member of the present firm of Sheets & Paul, having done a successful grain business there for the past twenty years or more. J. C.



SHEETS & PAUL'S GRAIN ELEVATOR AT BOTKINS, OHIO.

Paul became his partner in 1900, and is now manager of the business of Sheets & Paul.

The elevator is a substantial structure that is only three years old. Its storage capacity is 20,000 bushels and ships via the C., H. & D.

BILLS IN STATE LEGISLATURES.

A bill creating a state grain inspection fund, which shall include all funds collected in the state inspection and the interest on this money, was introduced in the Minnesota senate.

A bill has been introduced in the Illinois house providing that any corporation, telephone or telegraph company organized under the laws of any other state and doing business in Illinois whose principal business is the collection of and distribution of market quotations shall pay as a license fee 2 per cent of its gross receipts into the state treasury. Such corporations are required to make annual reports to the secretary of state, from whom they are to receive their licenses. The fee for issuing such licenses is fixed at \$25.

A bill limiting the charge for shoveling grain at Buffalo and other ports of New York state by steam to 50 cents per 100 bushels was introduced in the New York assembly. At present the amounts charged by the owners of grain elevators vary considerably, and the author of the bill believes that his bill, while not decreasing the prospective earnings of the elevator companies to an appreciable extent, will aid shippers largely in making correct calculations and estimates.

IOWA ANNUAL MEETING.

The annual meeting of the Iowa Grain Dealers' Association will be held at Our Circle Hall, corner Eighth and Locust streets, Des Moines, Iowa, on Thursday and Friday, April 2nd and 3rd, 1903.

The meeting will be called to order at 2 o'clock p. m. Thursday, and the programme will consist of "A Study in Corn" for the afternoon and evening of that day, with a lunch at six o'clock as usual. The "Study in Corn" will also be continued during the forenoon of Friday, and the regular business of the meeting will be done and completed during the afternoon of that day. Prof. Holden of the Iowa State Agricultural College with his assistants will conduct the "Study in Corn," and each grain dealer will be requested to bring with him ten ears of corn to be used in the work.

The idea of this "Study in Corn" for the grain dealers is that Prof. Holden can give them some valuable suggestions that are practical and simple and they can easily communicate these ideas to their farmer patrons and thus create an interest among them that will result in better yield and quality of corn in the state of Iowa. To increase the average yield of corn five bushels per acre means an increased production for the state of fifty million bushels, and increased revenue for the

farmers of Iowa of over ten million dollars, and an increased volume of business for each grain dealer of the state about twenty-five thousand bushels yearly.

Don't fail to attend this meeting, not only for your own interests, but for the public good as well. All sessions will be open to the public except the business meeting, Friday afternoon, to which members only will be admitted.

Reduced railroad rates of one and one-third fare for the round trip on certificate plan will be provided.

GEO. A. WELLS, Sec'y.

The glucose factories have been profiting by the poor condition of corn this year. The damp grain is as good for the glucose factory as the dry, but some of the corn is so damp that the manufacturer is about the only one who can handle it.

The grain scoopers at Buffalo have asked for more pay, and the demand has not been granted by the Lake Carriers' Association. The parties have agreed, however, that no grain boats shall be unloaded at Buffalo next summer on Sunday.

A grain man at Stockton, Cal., on February 20 said: "To be candid, it is a good, hard scramble to fulfill obligations all round with ships and wheat. In milling circles matters are still worse, with choice California milling wheat or choice milling of any kind to all intents and purposes practically off the market. There is no wheat of that description offering here and but little need be expected until the new crop comes to the front."

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Construction of North Dakota Farm Laborers' Lien Law.

The Supreme Court of North Dakota holds (Richmire vs. Andrews & Gage Elevator Co., 92 Northwestern Reporter, 819) that under the statute of that state, giving farm laborers a right to a lien on crops for labor performed in cultivating such crop, no lien attaches, or is acquired, until the claim for a lien is filed, as therein prescribed, in the office of the register of deeds. The statute gives the right to such lien; but none is acquired until such filing.

The lien may be filed within ten days from the termination of the labor contract. After such filing, the lien attaches from that date but does not relate back. If grain taken to an elevator is shipped out of the state, or mingled with other grain in the elevator, before the lien is filed, the lien cannot attach. A promise of an elevator agent that he would settle with the laborer did not establish a lien in the latter's favor.

Sufficient Memorandum of Sale.

By the Minnesota statute of frauds, an oral contract for the sale of chattels exceeding in value \$50 is void, "unless a note or memorandum of such contract is made in writing and subscribed by the parties to be charged therewith." But a memorandum of an oral contract for the sale of chattels, subscribed by the seller only,—which is in these words: "I hereby agree to deliver at Cable eight hundred bushels of No. 2 rye to Bowers Bros. on or before September 25, 1901. Price to be 36 cents per bushel,"—the Supreme Court of Minnesota (Bowers vs. Whitney, 92 Northwestern Reporter, 540), is a sufficient memorandum of the contract to satisfy the statute of frauds, as to the party subscribing it and against whom the contract is sought to be enforced. The word "deliver" in the memorandum, the court says, is clear, and, the court holds, imports a sale and delivery of the rye.

Liability of Brokers Selling Grain Criminally Obtained by Another.

In a case where a firm of grain brokers, or factors, were imposed upon by having a carload of wheat consigned to them by means of a forged and substituted waybill and forged bill of lading to be sold for account of the forger, the Supreme Court of Minnesota holds (Johnson vs. Martin, 92 Northwestern Reporter, 221) that in an action, as for conversion, brought against a factor by the true owner of personal property which has come to the possession of the former by the criminal act of another person and has been sold by him and the proceeds received and paid over to the criminal, less expenses and commission, it is no defense that the factor acted throughout the entire transaction in good faith, without negligence and in the supposition that the criminal was the real owner of the property. The owner may recover its value of the factor, although a common carrier was guilty of negligence in permitting the property to be diverted from its true destination by means of a forged waybill and placed in the possession of the factor through a forged bill of lading.

The brokers, the court say, were not mere agents for or servants of the forger, disposing of paper evidences of title to the property while it was actually or constructively in the possession of the latter. Through the forgeries the grain itself was delivered to them, and apparently they acquired a special property therein for the advances made, expenses of sale and services rendered. They could have maintained an action of claim and delivery if this grain had been withheld from them by any one except the true owner. As factors, they could not only insure it for full value, but could sell it in their own names, such a sale being in the

usual course of business. A purchaser could implicitly rely upon their responsibility as factors; and had the title failed, as to such purchaser, he would have a remedy against them for the full value of the property in defiance of and to the exclusion of the rights of the owner, and such exercise of dominion constitutes a conversion upon which an action may be based. They acted as factors or commission men, and their liability to the owner was fixed by their acts, not by what they might be called when performing these acts or designated by the trial court in its findings. The true owner of the property appropriated by another person can, under such circumstances, follow and reclaim it wherever found and identified; and he can hold any person responsible, as for conversion, who has assumed the right to sell it and give possession. This court, in disposing of this case, must be governed by the well settled principles of law, and cannot grant immunity because of the hardship which arises from a liability.

Indorsements Which Put Consignees on Inquiry as to Ownership of Draft.

A draft attached to a bill of lading and invoice for a car load of corn was indorsed as follows: "Pay to the order of American National Bank, Kansas City, Mo. State Exchange Bank, Hutchinson, Kans., F. W. Cooter, Cashier." Also: "Pay any bank or banker or order. August 6, 1901. American National Bank, Kansas City, Mo., G. B. Gray, Cashier."

The draft was paid to the Sturgis National Bank, in Texas; and the Court of Civil Appeals of Texas holds (Gregory vs. Sturgis National Bank, 71 Southwestern Reporter, 60) that the indorsements on the draft showed that said bank held the draft for collection; or, at least, were sufficient to put the consignees on inquiry as to the bank's ownership of same. The bank, holding the draft for collection, was not liable to the consignees on account of the breach, if any, of their contract with the consignors.

The court adds that the allegations of the consignees' petition did not bring this case within the rule announced in the case of Landa vs. Lattin (Tex. Civ. App., 46 S. W. Rep., 48), upon which they relied in support of their position, and that case has gone further than any case of which the court has knowledge.

No Contract for Corn.

A grain dealer made inquiry by postal card with reference to the purchase of corn, which elicited a quotation of, "Sound new ear corn at two dollars and forty cents per barrel for prompt acceptance and shipment." Two days later he wrote offering \$2.30 per barrel for ten cars of sound ear corn in good condition. Four days afterwards the party addressed wrote, stating, "I regret that cannot accept your offer for corn."

Clearly, the Court of Appeals of Maryland says (Johnson vs. Corbett, 53 Atlantic Reporter, 570), up to this point in the negotiations no agreement had been reached; and this the dealer himself admitted, for on the day before the last communication was sent him he wrote: "Wire me immediately on receipt of this letter if you accepted my bid on ear corn. I am offered a lot, and I will buy if you won't sell me." The dealer, the court says, had made an offer for a definite quantity of corn at a definite price, and the other party had distinctly declined to accept it. In so declining he rejected every term of the proposal, including the quantity and the price.

Then, three days after the date of the declension stated, and after it had been received by the dealer, the latter wrote: "If you will not accept my offer, why don't you say what you will sell corn at? You know what you can lay it for, and you can name a price on it." This, the court says, started a new inquiry. It made no reference to quantity whatever, and merely asked at what price the other party would sell, not ten car loads of corn, but corn. It was a request for a quotation on corn; and in reply the party wrote: "The best price I can now name on good, sound, dry new corn is two dollars and sixty-five cents." This, the court says, was merely a quotation of the price, but was not an offer to sell any quantity at that price.

Upon the receipt of the letter making this quota-

tion, the dealer wired as follows: "Accept ten cars ear corn two sixty-five." And on the same day he wrote: "I wired you this a. m. I would accept ten cars ear corn. * * * I will accept white or mixed corn, but I prefer the white." This was followed by an order to ship two cars of white corn. They were not sent, nor were any others; and this action was then brought for an alleged breach of contract to furnish ten car loads of ear corn.

Now, it will be noticed, the court says, that the party sued offered to furnish ten car loads of ear corn, or any other definite quantity. In his letter last quoted, replying to the one sent out just before it, he merely named the best price at which he could sell new corn, but he did not offer to sell ten car loads, or any other specific quantity. There being no offer on his part to sell ten car loads, or to sell any definite or indefinite quantity, there was no offer which the dealer could accept; and, when he wired that he accepted ten car loads at \$2.65, he was, in fact, not accepting an antecedent offer made by the other party but he was making a new and distinct offer himself. His letter of the same date made this clear. He stated therein: "I will accept white or mixed corn, but I prefer the white." Nothing had been said by the other party about white or mixed corn, but he spoke of "good, sound, dry, new corn." The dealer was negotiating to buy "white or mixed corn." The other party named a price on "good, sound, dry, new corn." The dealer offered to buy ten car loads of ear corn. The other party nowhere undertook to furnish any definite quantity. There was no agreement as to the quality or the quantity of the corn; and it was, therefore, impossible to say that a contract for the sale of ten car loads of white or mixed corn had been consummated. In other words, there was no legally sufficient evidence to establish the contract sued on. Wherefore, a judgment in favor of the party sued is affirmed.

MANITOBA FARMERS ORGANIZE.

A large number of farmers from all parts of Manitoba and Northwest Territories met at Brandon, Man., on March 3 and organized a "Provincial Grain Growers' Association."

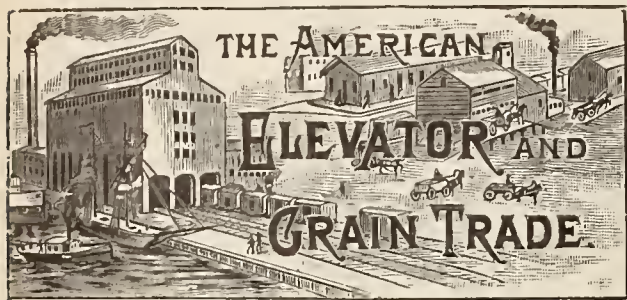
The chief speaker was W. R. Motherwell, president of the Territorial Grain Growers' Association, who spoke of this type of associations and at what stage of development they had arrived. In the territories great suffering had been experienced, he said, by the utterly inadequate transportation facilities afforded by the railway companies and the farmers had been forced to action by necessity. The main object of organizing was to ask the government to amend the grain act with particular reference to the distribution of cars. The act provided that each applicant should have one car, but in the Territories the C. P. Ry. Company has bunched numbers of farmers together and regarded them as only one applicant. To illustrate, the speaker said that sixty-seven cars arrived at Sinitluta during the first two months of the opening of the market. Of these the farmers got seven. Complaints were lodged before the warehouse commissioner for violations of the grain act.

[This case has been previously reported and is referred to again on another page.]

Other speeches were made on what the orators complained of as "railway robbery," and finally resolutions were adopted suggesting changes in the grain act regarding the apportionment of cars and the rules regarding loading platforms; urging that an ice-crushing vessel be maintained at Port Arthur and Port William, to enable navigation to continue until December 15 each year; and that pressure be brought to bear on the railway companies, so that they be compelled to keep grain in terminal elevators insured without expense to farmers.

It was decided also to elect two delegates to be sent to Ottawa to represent the association in the parliamentary lobby.

Grain shipments via St. John, N. B., are expected to exceed 3,250,000 bushels for the winter season now closing. This is fully 50 per cent increase over business there of the year previous.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

ILLINOIS AND MICHIGAN CANAL.

The introduction of a bill by the Canal Commissioner for an appropriation of about \$200,000 in aid of the Illinois & Michigan Canal has been the signal for an attack upon that ancient waterway, which means a hard struggle to prevent the canal from abandonment. The fact that the Canal's receipts from its traffic are practically nothing, and that what men do not directly see or feel concerns them but little, makes it difficult for the public not directly users of the Canal, or the railroads parallel to it, to appreciate what the old Canal, even in its present desperate strait, has been doing for grain shippers in northern and northern-central Illinois for the control of rates. Those who will recall Mr. F. J. Delaney's argument of two years ago, when this same question was before the Illinois legislature, will remember his demonstration that the Canal so lowered rates on grain in the territory named as to save to grain shippers alone an amount at least equal to that asked for as necessary to keep the Canal in condition for traffic.

However, Chicago influences are now against the Canal, if the city press represents public or official opinion. The Canal has been attacked by the press in the most unfair manner, and inferentially also by the Drainage Board, whose own chicane and deliberate bad faith in its dealings with the Canal have done much to reduce the Canal to its present estate. The question, therefore, is reduced to this issue: Is the bad faith of the Drainage Board in the matter of the pumping works, and the outrageous misdirection of the funds of the Canal for a series of years by the Commissioners themselves, the

meanest representatives in Illinois of the principle of partisan boards of control of public works, to be allowed to result in the destruction of a waterway that is worth a great deal of money, directly and indirectly, to shippers of the north one-third of the state of Illinois? It is up to the grain dealers of northern Illinois, who are most interested of all shippers in the preservation of the Canal, to make answer.

IMPORTANT TO ILLINOIS GRAIN DEALERS.

House Bill No. 1, now pending before the Illinois legislature, which, after the desperate fight of last week, was saved from decapitation on March 11, among other things, places the inspectors of grain in this state under civil service rules. This bill will be again taken up for action on Wednesday, March 18, in the house.

It is, therefore, of the utmost importance that every grain dealer in this state, including you, Mr. Reader, should immediately write a personal letter to your representatives and state senator, at Springfield, earnestly requesting them to support this bill; also that you get as many of your farmer friends as possible (regardless of politics) to do the same. Insist on support of the bill as it now stands—amendment means its defeat.

This matter of civil service in the inspection department is of vital importance to every grain dealer and farmer in the state of Illinois, as well as to the entire West; and if you want that reform, now is the time to get it.

There are enough members of the legislature who are favorable to a law of this nature, and who will vote for the bill, if their votes for it are demanded by their constituents. Every good citizen, and especially all grain dealers, who are directly interested in this matter, should therefore give it prompt attention as the time is short in which action can be taken. It is now or never for at least two years.

Lay down your paper, then, and write now. This is a chance to get the inspection out of politics. Take time now to demand that this bill be passed for the benefit of yourselves and your patrons who grow grain.

WISCONSIN-DAKOTA INSPECTION.

The movement at Superior, Wis., to drive Minnesota grain inspection from that terminal and to reinstate Wisconsin inspection under state control, has been unanimously indorsed by the foundry, machine shop and boiler shop interests of Superior. We presume paper-hangers and decorators, as well as the merchant tailors, druggists, jewelers and dressmakers also are willing "to take the risk" of closing the elevators; for it has been said there are "not six men in Superior opposed to this movement." The grain men doing business in Superior, however, do oppose the proposition to change the inspection; but most of them live in Duluth, of course.

This agitation, which has for its defense only the local pride of Superior and the hope of some visionary North Dakota farmers that a native of that state as a member of a Wisconsin grain commission may somehow reduce the dockage for dirty and unsound wheat, reminds one of a

former populist agitation in Nebraska for the construction of a north and south railroad in that state by popular subscriptions of labor and rights-of-way by farmers. After divers plans to this end had been aired with much earnestness in a popular meeting called for the purpose, one hard-headed realist broke up the convention by proposing that when the roadbed had been graded and ironed by the farmers, the members of that convention should contribute the wheels in their heads to provide the necessary rolling stock for the road. It may soon be Superior's turn to make a similar contribution.

KANSAS CITY CONSIDERS.

As will be seen by reference to rules published on another page, the Kansas City Board of Trade has reformed its practice with reference to reinspections of grain sold on 'Change. It is now up to purchasers to look after their property or suffer the consequences of their neglect.

The new rules provide for the appointment of official samplers, who shall take samples so that purchasers can reject before 1 o'clock p. m. of day following purchase; or, if it is impossible to obtain sample by that hour, then as soon thereafter as sample can be obtained, if the car remains within jurisdiction of the Board; if it moves out of such jurisdiction before sample is taken, it is held to mean that the purchaser waives his right to reject.

This is an entirely fair proposition. Twenty-four hours is certainly ample time for buyers to examine and pass upon their purchases; to give more is to encourage shiftlessness, which should be the last of vices committed by buyers on 'Change. So "all's well that ends well." Even Kansas City Missourians may have to be shown, sometimes; but they can see through a hole in the fence when it is pointed out, which is more than can be said of all other markets.

THE McCUMBER BILL.

The adjournment of Congress has for the present killed the McCumber bill to establish national inspection of grain. But the subject matter is by no means disposed of by Congress, whose disposition to interfere in the conduct of private business is growing in intensity and scope. This subject of national inspection is, therefore, bound to reappear in Congress, either by reintroduction of the bill named or by suggestion of the agricultural department, whose head, Secretary Wilson, has developed, along with many most valuable ideas, some absurd paternalistic notions of the scope his department ought to take and the self-imposed duties it ought to perform. The work C. S. Scofield of the department is now engaged in—the ascertainment of what, if any, depreciation grain suffers in transit from the farm to the ultimate consumer and why and how—is more than likely to turn Mr. Wilson's attention to national inspection, to which he already has a decided leaning.

The objections to national inspection can hardly be over-estimated, and are referred to in very mild terms by some of the inspectors in letters published on another page. None has dwelt, however, as he might on the fact that the inspec-

tion of grain is only an extra-governmental function. Primarily, the inspection departments are but private arbitrators acquiesced in by the buyers and sellers of grain at given markets. The assumption of this function of arbitration between parties to a private transaction in which the government or the general public can have no possible interest, is, therefore, wholly gratuitous. Nevertheless, the usurpation has been supported by so much specious argument and has been so long acquiesced in by individuals and is so useful to the class of politicians who now for the most part govern our states that the usurpation is more likely to increase than decrease.

The objections to national inspection, and especially to the McCumber bill, are so strong, however, that, as Mr. Foering has ably pointed out on page 450, it is the duty of the grain exchanges of the country, if they really object to it, to take immediate steps to head off any movement in that direction. In the first place, the exchanges should reconsider the scant courtesy with which they have treated the Chief Grain Inspectors' Association's work in the direction of greater uniformity in the inspections of contract grain, a practical recognition of which would do much to offset any claim on the part of the agricultural department of need of national inspection to secure such uniformity. A more general recognition of this service in a practical way would naturally lead, in the second place, to united action to defeat this proposed raid of the politicians into the domain of strictly private business.

FARMERS' ELEVATOR CRAZE.

The craze to build farmers' co-operative elevators does not come quite so frequently as an epidemic of the mumps, but old grain dealers will remember that it does recur at pretty regular intervals. The theory of co-operation, in the hands of a specious talker, or of a ranter at a public meeting, is very attractive to certain kinds of minds, who remind one of the bill board saying, "there are so few successes because so few people have learned how to think." And as theory too often fails in practice, the craze to build has always been followed by nearly continuous regret.

Regret is likely to follow the present epidemic in Illinois and Nebraska. The present season is a quite unpropitious one for carrying corn. The grain in a large part of the belt cured poorly; and yet it has been winter shelled and stored in farmers' houses with injudicious haste. To mention only one farmers' house as a type of many: One in central Illinois took in in four days no less than 28,930 bushels of shelled new corn. Now, unless this corn can be moved out very quickly it is a safe wager it will go wrong. Already, some weeks in advance of the germinating season, shelled new corn and damp oats have begun to heat in many country elevators. One firm of regular dealers in Livingston county, Illinois, notes a loss on one lot of corn of 18c a bushel; and other similar losses might be quoted.

The farmer enthusiast won't stand much of that sort of thing. It's a side of the business the spouter does not say much about before an ele-

vator is built and he has a manager's job. The farmer is not told that the regular dealer is up against that sort of thing quite often. So one is justified in the belief that before another crop comes on, a good many farmers' elevators will be for sale in Illinois and Nebraska. The unfortunate thing about it is that this building of unnecessary houses that are more than likely to be soon offered for sale, depreciates the price of the old houses in the same territory, as well as of the new ones.

THE ELKINS BILL.

Mr. Daish, discussing as an expert on transportation the merits and defects of the Elkins bill in the department of "Communicated," agrees substantially with the non-partisan press in the view that "nobody has been hurt." But the law does apparently strengthen the hands of the Interstate Commerce Commission in its war on discriminations to individuals. This feature of the law does not seem objectionable to the railways because it will protect their revenues from raids by rich shippers. This is much to be thankful for. The equities of trade can only be adjusted on the basis of the equality to all of rates for a given service. If the Elkins bill shall prove a means of equalizing rates, it will have a hearty welcome. At any rate, the roads have given notice that they will conform to the law and that no favors will be granted to any shipper that can be construed as a discrimination; and shippers are inclined to take the notice seriously because they too are subject to fine for soliciting and accepting rebates.

But the relief demanded especially by the National Hay Association—power to enable the Commission to regulate discriminations against commodities—is yet to be obtained. This is nearly as pressing a matter as equality of rates among shippers; so that the transportation question may not be called settled until determination of the reasonableness of rates shall be subject to judicial review.

RECIPROCITY OR LOWER TARIFF?

The letters published on another page from grain dealers at Duluth on the question of reciprocity with Canada are expressions of the universal opinion of grain merchants on this side the line. And there can be little question of the soundness of the argument for reciprocity with our northern neighbor. Unfortunately, the American grain dealer is not so universally endorsed by the wheat growers of the Northwest, much less by the Canadians, among whom there is little visible sentiment in favor of reciprocity with the United States.

Desirable, therefore, as would be a treaty removing the duty from Canadian wheat, its consummation involves the difficulty of removing by education formidable hostility on both sides, and this would require time for its success. Mr. James S. Bell of Minneapolis, however, proposes in the Commercial West a quicker and perhaps a surer method of arriving at substantially the same end without reciprocity. This is simply to lower the duty on wheat on this side.

The duty is now 25c per bushel. This he would cut to 5c per 100 pounds, or 3c per bush-

el. By this recognition of the farmers' demand for a duty on wheat any insuperable objections from that quarter are removed and the reduction could be made by Congress without reference to Canadian action; while such reduction on our part would give force to a provision of Canada's own laws that would reduce correspondingly its duty on certain American products, including flour.

This plan, Mr. Bell argues, would give flexibility to the situation. Canadian railway facilities will be inadequate for several years to come; and when navigation closes the grain will be, as now, practically bottled up and the price at Winnipeg decline about 5c per bushel. American millers and exporters could then afford to buy the wheat outright, with a duty of 3c per bushel added, and would do so when the American supply ran short. If American grain needs "protection" it would be protected by a 3-cent duty; but when American mills need wheat the duty would not prevent their grinding this Canadian grain. At the same time, an American market would be made for Canadian wheat, which, under present conditions, has but one market in all the world—Great Britain—where it has a depressing influence on the value of American wheat, prices now at Winnipeg having no relation to those at Minneapolis or Duluth.

Mr. Bell's argument is certainly a strong one; and seems on its face a more speedily attainable proposition than a reciprocity treaty, bearing in mind, as we must, the tempers of both Canada and our Senate on the subject of reciprocity in general.

WINTER SHELLING OF CORN.

Profs. Shamel of Illinois and Holden of Iowa might, with profit to the western farmers, add to the many valuable things they have said about corn growing, something about corn curing and keeping. In view of the weather that has obtained since harvest in the most of the corn belt and of the way new corn has been inspecting when it has reached the market, the haste to get corn off the farm looks very much like bad business.

The insistence of the inspection departments that corn must be cured and dry to grade No. 2 ought to be a reminder that new corn is seldom, even with the most favorable weather, in condition to shell and bin before the following May or June. Yet the country elevator men have been besieged all winter by farmers who have wanted to haul their corn "before spring work begins"—new corn that has been shelled during the winter when the hands "had nothing else to do." And elevators are full of the stuff. It is, of course, absurd to expect that any but a very small fraction of such corn will grade No. 2 at any time. If this is true of corn that was put into the crib after harvest and kept under cover until shelled, what can be said of that which has been out all winter?

Grain dealers should impress upon corn growers that this unwise rushing of new corn to market is at the bottom of much of the apparent severity of the inspection that has created so much dissatisfaction throughout the corn belt.

EDITORIAL MENTION

At any rate, "Uncle Bob" isn't among the knockers.

It will be up to the farmers soon to sweat blood for a while when their coöperated corn begins to swell and heat.

"Blind pools" will keep at least one eye on Ohio hereafter—those Ohio speculators seem to be altogether too particular.

Navigation on the lakes should open soon; the ice at the Straits is so rotten it is expected to move out at any moment.

The Illinois and Michigan canal ought to be opened at once to give relief to shippers in the Illinois valley. Will its condition permit this?

The railroads say they have plenty of cars but too few locomotives. Judging from the effect this is a distinction without a difference.

There seems to be a somewhat lessened pressure for cars at the terminals, but the country finds it just as difficult as ever to get grain to market.

Mutual insurance for mills and elevators has been so conspicuously successful that owners of such properties in Manitoba have begun serious consideration of like insurance facilities for themselves.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold its annual meeting at Council Bluffs, Iowa, at the Grand Hotel on Friday, March 27, 1903, beginning at 2 p. m.

Don't forget the annual meeting of the Kansas Grain Dealers' Association at Kansas City on March 24 and 25. It will be an interesting gathering; and dealers from other states will be heartily welcomed.

"Senator McCumber, who has been a shipper of grain, therefore has a practical knowledge of the subject of grain inspection," says "Flour and Feed." Perhaps; but the way his bill reads makes one think he had left his knowledge in North Dakota before he started for Washington.

Chief Grain Inspector Shanahan of the Buffalo market is sending samples of corn monthly to the department of agriculture at Washington with a view to aiding in bringing about satisfactory standards of grain as a result of the study of the grain in its different phases and conditions.

In the East the opening of navigation is now awaited with expectancy as a partial solution of the poor business conditions due to the present inadequate railway equipment. All the eastern markets have been great sufferers along with the country shippers, who have been compelled to see their profits eaten up without being able

to prevent it on account of having no means to move their stuff.

The newly organized Illinois Farmers' Grain Dealers' Association is not a trust, but the Illinois Grain Dealers' Association is. The bare assertion of the word "Farmers'" is the differentiation that works the miracle.

The Mark Lane Express has joined the ranks of the new style English economists who have discovered that the British grain and flour taxes are "levied on the foreigner for the right of supplying the English market." This sounds very funny—from Englishmen.

Congress has given Statistician Hyde's crop reporting mill a boost, elevating it to the dignity of a bureau of the Statistical Department; and hereafter Mr. Hyde and his "genial assistants" are expected to be good—just as good as the traders can make them appear to be.

C. Vincent of Omaha has developed as the Jimmy Butler of Nebraska. Butler has his job and Vincent wants "subs" for his farm paper. There may come a day when their coöperative schemes may be less rosy-hued than at present in the cultivated eye of the gullible cultivator.

A Green Bay, Wis., hay man ventures the prediction that the National Hay Association "will die as surely as you and I will die." Perhaps. The Roman empire died in 1806, after eighteen centuries of more or less strenuous life; but after all our Green Bay friend reminds one of the person who was always expecting the bank to "bust," and hid his greenbacks in a stocking in the chimney, only to wake up one morning to find himself "busted." These men who are always expecting the worst to happen usually get worsted.

On February 23 the Illinois Warehouse Commission heard the complaint of another kicker, "who formerly belonged to the Illinois Grain Dealers' Association but withdrew some time ago," and who said the Illinois Central Road has been trying to drive him out of business "by overcharge on demurrage and by refusing him his quota of cars." We presume his quota was all the cars in sight with time to load *ad lib.* From all accounts of the evidence adduced before the commission, the I. G. D. A. has been losing of late some most undesirable members. The Association is to be congratulated. Some of those fellows' behavior remind one of the old saying that "no man ever went to jail with a good opinion of the law."

The Southwestern Grain Journal is reminded that it is hardly fair to quote (with credit) without quoting all of an idea. Mutilation of a sentence frequently mutilates the idea quite seriously. So in quoting our remarks of last month on "The Germans Complain," the omission of the statement that New Orleans "defies the alligator" may make a good text for the Journal to grow eloquent upon, but is hardly fair to this paper which had no idea of endorsing New York complaints that the New Orleans inspection is letting down, or the Journal's notion that Missouri inspection is tampering with the awful majesty of Kansas wheat. Nothing of

the sort. New Orleans may or may not be as Caesar's wife; but we made no comments, directly or indirectly, on that point. The Journal is welcome to any of the good things it finds in these columns, but we do ask that we be not misrepresented by incomplete extracts.

The volume of option trading on the Board of Trade of Buffalo, N. Y., has grown to very satisfactory proportions since the market was opened last year, and the promoters feel that it is a species of trading that is there to stay. It has proven a great accommodation to all of Buffalo's tributary territory and especially to the central states and to the East. The cash business at this market has also been steadily on the increase for the past few years; and it is predicted that Buffalo will shortly be one of the greatest grain markets of the country, as well as its greatest transfer point.

At the present outlook, the effort of the Chief Grain Inspectors' National Association to induce the grain exchanges to adopt a system of uniform inspection has proved a failure, not so much on account of the impracticability of the Association's recommendations as the inattention given the subject by the exchanges. The Association's form of grading agreement, designed to secure the uniform grading and classification, was submitted to the exchanges of the terminal markets some time ago with the proviso that the agreement should become operative when two-thirds of the exchanges had consented thereto. Only the meagerest minority of the exchanges appear to have paid any attention to the request to adopt the agreement.

A young man who had gone through college tried running an elevator in a Minnesota town. After some months' tampering with the game of selling to arrive, he was found to be several thousand dollars short. Luckily he was able to re-establish his reputation by proving he did not embezzle but that he did not quite understand the business and had received for the grain less than he had paid for it—sometimes as much as 10 cents per bushel. This was a bad break, of course, for a grain man; but there are those who are willing to wager a handful of the Wheelings florins you get out of the perfect box at one o'clock in the morning, there'll be a lot of apologizing of the same sort before all the new co-operative houses close up this year's corn accounts.

The "open" and "independent" boards of trade have developed a new industry which gives employment to divers cute and long-legged young men. At Minneapolis the industrious youth is dubbed a "piker." The "piker" has discovered that the Independent, or, in Chicago, the Open Board, quotations are not likely to be elevated or depressed so rapidly as those of the "big board," although they get there just the same. When he sees on the big board a posted rise, for example, he makes a dash for the office of some "independent" broker, and if the rise is not yet quoted on the blackboard he knows it will be and rushes in a "buy" as large as his somewhat limited capital will carry at a microscopic margin and awaits results. He's seldom a hog and is content with small profits, coming as often as his legs can beat the grape vine. It's

a great graft; and really it does give the opens a reason for their further existence—it would be hard to find another quite as satisfactory.

The Weare verdict at Princeton goes to show again that only the Almighty knows what a petit jury is likely to do. It is also evident that the Princetonians do not take kindly to speculation that looks wide open—that needs a diagram to differentiate it from the bucket-shop when the preacher takes a shy at it. Over at Chillicothe, in an adjoining county, the representative of a Chicago Board firm, who proposed to open a branch, found quite a chilly reception from the mayor and other “best people,” who could not quite make up their minds whether his purpose was legitimate or a “gambling scheme.” This private wire business is of course strictly legitimate; but these episodes show that it is easy to overdo it—especially in trying to break into small country towns where there really is not much need of branch facilities. The few bona fide speculators found in such places can do business without a blackboard in front of them all day long. The conventions of country society count for something.

P. P. Quist, weighmaster of Minnesota, has presented (in an extract from a paper read last summer—a publication somewhat belated but quite apropos nevertheless at this time) the apology for the political appointee so ably that it might “deceive the very elect.” The doctrine of party responsibility, however, is a fallacious one. We are free to admit that the partisan is not necessarily a man to be watched, but politics in these days are not of a sort to bring experts in anything but vote-getting to the front. Yet what the business of these days demands is the expert—the man who can do things and do them well and does not need watching. The government has, indeed, many such men in its employ, but in any department of the public service where the tenure of office is insecure or uncertain, that service, be it for state or nation, has few attractions for men of the most useful or promising sort. These remarks are, of course, wholly impersonal; nevertheless the recent wholesale dismissal of inspection department employes after a change in the party administration in Minnesota exhibited the worst features of partisan control of public utilities.

There is a movement in Kansas City, Kan., to establish a new Board of Trade. They should take Punch's advice to the man about to be married: Don't. It is true Kansas City, Mo., handles Kansas grain; but that really isn't a sufficient reason for having another board of trade across the line in Kansas City, Kan. As it is never profitable to multiply unnecessarily the parts of a machine, so it is still less wise to increase the friction on the wheels of commerce and trade; imaginary state lines in America ought not to be made excuses for doing this. If Kansas grain men cannot get all they want or need at Kansas City, Mo., by asking for it they ought to go after it with a club. Kansas dealers clubbed the Kansas City board into a reform of the weighing matter and of the re-inspection abuse; they can do it in other things. The aim of business men should be to remove impediments

not to increase them; and the creation of a lot of tuppenny boards of trade trying to usurp the place and facilities of a few big exchanges is running counter to the genius and spirit of the age and of more than doubtful profit.

That old, old sensation which perennially gives English yellow sheets the opportunity to throw the people into spasms of fear—the source of “Britain's food supply in time of war”—is again agitating our insular cousins. Premier Balfour temporarily quieted alarm the other day by assuring a delegation who wanted “something done about it,” that in his opinion England could always get corn and meat, war or no war, by paying the price, and that the question of price is mainly one of insurance. He was opposed, at any rate, to the establishment of any sort of machinery that would put the government in the way of taking a hand in the grain trade. His belief that private initiative and enterprise will always be sufficient to feed England, is as sound as it is encouraging from officialdom in these days.

The bill for a law to create a railroad and warehouse commission in Indiana provides for a non-partisan body, whose duty it is to act as a board of arbitration in disputes between railroad companies and shippers, and to sit as a court of appeal in the matter of complaints filed for failure of the railroad companies to supply cars when wanted, and to prevent overcharges in demurrage or trackage, as well as to exercise a general supervision over the railroad companies and to see that all shippers, whether large or small shall be treated alike. While thirty-one states are provided with official machinery of this kind, it cannot be said that the results have always been as satisfactory as hoped for. Indiana, although gridironed by railway tracks, has, however, been so scandalously ignored by her railroads, which have used her only as a bridge, as it were—a way station on the road to and from somewhere else, it is certain a commission of intelligent business men cannot injure shippers or railroads and may be able to give them material assistance.

The Erie canal bill is all of a muddle in the New York Assembly, the amount of estimated cost of the 1,000-ton barge canal, raised from \$80,000,000 to over \$100,000,000, making the members' heads swim. This reminds one of the late Tom Reed's advice to a constituent to drop his bill for an appropriation to deepen a certain creek for navigation on account of the cost and to introduce one for an appropriation to macadamize it. And this, according to Holland, of the Inter-Ocean, is what has actually been suggested in regard to this canal. It is to be hoped, however, that Gov. Odell will continue his advocacy of canal legislation. The Erie Canal, like the I. & M. Canal of Illinois, has already earned enough money, which has gone directly into the state treasury, to pay for the proposed enlargement, and New York City is entitled to the enlargement of the canal she demands, as the Illinois Valley shippers in Illinois have the right to demand that the I. & M. Canal shall be forever maintained as a waterway in accordance with the contract with the

general government which gave the land that paid for the canal. The I. & M. Canal has never cost Illinois one dollar.

The decision by the Illinois Warehouse Commissioners, announced on March 5, not to bar kiln-dried corn from the No. 2 grade—or, rather, not to make a separate grade of No. 2 kiln-dried—was called a “hard blow to bulls in May corn.” Of course, it means, as Mr. Heeman's circular said, “that it will be impossible to bring about, or to maintain for any length of time, a fictitious price.” Yet such a decision might have been anticipated; for nothing at the hearing in February gave support to the belief that the commissioners would do differently. The argument there made against kiln-drying simply collapsed hopelessly.

It is up to the inspection department to reject grain that has been ruined by over-drying; but the doctrine that corn scientifically conditioned by drying should be regarded as suspicious is, of course, a wrong one. Drying corn is a much less questionable practice than mixing; and is defensible on exactly the same ground: that the system gives value to grain that otherwise would be valueless or less valuable than it is under the present rules. That the terminal hospital makes a good profit drying damp grain may be true; but there is and always will be competition enough among the hospitals to force full value for grain itself. Besides, at the present moderate cost of good driers, the country dealers may take their share of that profit whenever they want to go after it. Drying corn is no craft secret; nor is it a difficult or expensive process.

The French have a saying to the effect that, “You can never make a revolution of rose water.” The attacks emanating from some “farmers' friend,” perhaps, in Chicago, upon the Illinois and the Iowa Grain Dealers' and the Grain Dealers' National Associations, are, on this principle, quite complimentary to the tactics and the forcefulness of those associations. They have certainly gotten past the rose-water stage and made the invertebrate section of the trade, both shippers and receivers, understand it. It would be a shame if the officers of these associations were now to show evidences of stampede (which, happily, they do not) by the rantings of such promoters as Butler in Kansas and cranks at Chicago, who are sowing a fair-sized whirlwind in farmers' elevators at this present time, or by the similar movement in Central Illinois, however inconvenient that movement is to certain regular dealers for the time being. All farmers' elevators conducted on business principles are eligible to membership in all these associations and are heartily welcomed by the associations, and were long before the present craze had its birth; houses that are not run on business principles are justly looked upon and treated as illegitimate traders by all who are not themselves illegitimate. The criticism of the associations printed in the Chicago papers of February 21 and since republished with trimmings in many parts of the state, need, therefore, worry no one. Not all farmers are fools, though many of their fool friends pay them the doubtful compliment of treating them as such.

TRADE NOTES

The Weller Mfg. Co. of Chicago has discontinued its branch office at Decatur, Ill.

The C. O. Bartlett & Snow Co., of Cleveland, Ohio, have recently received a number of large orders for their special conveying machinery.

The Barnett & Record Co. of Minneapolis has occupied new offices in the Corn Exchange. The new quarters are light and roomy and are perfectly equipped.

B. F. Vail of Jonesville, Va., is now agent for the sale of the Beall line of machinery, including Wheat Scourers, Corn Cleaners, Degerminators and Wheat Steamers.

The New Era Elevator Co. has succeeded Mr. Philip Moser in the manufacture of the New Era Elevator. The headquarters will be at Sidney, Ohio, as heretofore.

J. F. Traster has been appointed special agent in the Southwest for The Wolf Co. of Chambersburg, Pa. He will make his headquarters at Room 5, Navarro building, Kansas City.

The N. P. Bowsher Co., of South Bend, Ind., has a large volume of business on hand, but is caring for all orders promptly. The late business is exceeding that of the past two seasons.

J. B. Dutton of Detroit, Mich., will shortly place on the market a new combination automatic weighing and bagging machine, which he will manufacture in connection with his other machinery.

The Edward Hines Lumber Co. of Chicago has changed the names of its steamers as follows: S. S. Wilhelm to L. L. Barth; Santa Maria to L. Edward Hines, and A. Folsom to Trude R. Wiehe.

The Hall Distributor Co., of Omaha, Nebr., are putting on the market a new device for distributing ear corn in an elevator tower, or cupola, in connection with their well known Grain Distributor.

The Dornfield Pneumatic Malting Construction Co. of Chicago has been licensed to incorporate with a capital stock of \$50,000. The directors are John F. Dornfield, Henry Edward Nothomb and Frank Little.

The Maroa Mfg. Co., of Maroa, Ill., manufacturers of Boss Car Loaders, report their business rapidly increasing. They have already sold as many Boss Car Loaders this year as they did in the first five months of 1902.

J. W. Boggess, vice-president and secretary of the Younglove & Boggess Co., of Mason City, Iowa, visited Peoria, Ill., recently. While there he visited C. N. Ward, general agent of the Marseilles Mfg. Co., with whom he does a large business.

C. H. Booth, Kansas City manager for the Marseilles Mfg. Co., of Marseilles, Ill., says that his time is fully taken up looking after the increasing business in grain elevator machinery his company is doing. The trade in gasoline engines is also said to be satisfactory.

"Graphite," the house organ of the Dixon Crucible Co., is an attractive publication. While it is primarily intended to advertise the products of the Dixon company, it also contains a large amount of miscellaneous reading matter. The March number is especially interesting.

Fred Grotenrath of 111 West Water street, Milwaukee, Wis., has received the contract for furnishing and erecting the machinery, barrel elevators, etc., for Chapin & Co.'s new feed mixing elevator at Milwaukee, and work on the plant will be commenced at once. The plant will be partially equipped with Hyatt Roller Bearings.

Guy Henderson, who has been with the Weller Manufacturing Company of Chicago for the past six years, and Fred Friedline, who has had charge of the Weller Company's branch office at Decatur during the past year, have formed a partnership under the name of Henderson & Friedline, to do a general engineering and contracting business in

the grain elevator line. They are prepared to furnish plans and estimates on modern elevators on short notice. The firm will make headquarters at Chicago.

On account of the unlooked for demand for his calendar, "The Country Postoffice," H. L. Day of Minneapolis has secured a quantity of the larger size, 9½x14, on a white mount without advertising or printed matter of any kind. These are securely packed for mailing, and Mr. Day will send one to any address on receipt of 35 cents, the actual cost of the calendar.

Rosenbaum Brothers, grain commission, 77 Board of Trade, Chicago, are sending out a series of selected quotations from "Letters From a Self-Made Merchant to His Son." This work, which may be aptly termed one of the books of the year, is made up of a series of letters from a hard-headed, self-made business man to his son who has just left college and is starting out in business. The letters contain the concentrated essence of the "old man's" business experience and the book has achieved fame as a business classic. The quotations selected by Rosenbaum Brothers are some of the best things in the book and are made additionally attractive by the handsome manner in which they are printed.

The Maroa Mfg. Co. of Maroa, Ill., manufacturers of Boss Car Loaders, have made sales of these machines to the following since January 1: Russell & Son, Allentown, Ill.; T. W. Baum, Duval, Ohio; Lewis & Fatic, Markleville, Ind.; J. M. Brafford, Kewanna, Ind.; Arnold & Son, Elmwood, Ill.; Warren W. Pearson, Riverside, Ind.; Small Bros., Walton, Ind.; W. F. Banta, Ridge Farm, Ill.; O. F. Kimmel, New Weston, Ohio; C. E. Bash & Co., Huntington, Ind.; Comstock & Slessman, Clyde, Ohio; Wm. Drew & Sons, DeLisle, Ohio; Werts, Brown & Rowe, Baltimore, Ohio; Chris Lohse, Eldorado, Ohio; I. F. Beard & Co., Huntington, Ind.; Silver & Webber, Huntington, Ind.; Donlin & Ryan, Delphi, Ind.; H. Kerlin & Son, Delphi, Ind.; H. C. Suttle, Kenney, Ill.; W. C. Calhoun, Pisgah, Ill.; Bowles & Gemberling, Emden, Ill.; Levi Ammon & Sons, Gordon, Ohio; Daniel Burns, Hagerman, Ohio; E. R. Ulrich & Sons, Mt. Auburn, Ill.; Fatzinger & Bogan, Frankfort, Ind.

The germinating period is at hand, and some owners of corn are in a dilemma. Large quantities of grain will heat and spoil. The scarcity of cars renders the moving of the grain difficult and uncertain. The supply of old hard corn for mixing is exhausted. The grain in many sections is too soft to be saved by transferring up and down, and the elevator operator without good drying facilities is indeed in trouble. The Hess Warming & Ventilating Company, who construct driers for such contingencies report an unusual demand for their machines, and have entered contracts for six machines within the past ten days. Among these is a very large machine for the Updike Grain Co. of Omaha, Nebr., to be erected at their elevator in Omaha. The Hess Driers in Chicago, owned by the Armour's, Weares, Richardsons, and others, are doing good work in this emergency. The recent decision of the Warehouse Commissioners, sustaining the grading of dried corn from these driers, assures a substantial profit in the future, as in the past, in the operation of these machines.

KANSAS MILLERS TO HANDLE GRAIN.

At a meeting of about fifty millers of Southwestern Kansas, held at Wichita, Kansas, on March 3, an organization was formed, called the American Grain and Flour Company, with capital of \$20,000, one of the purposes of which, as stated in the letters of incorporation, is "to act as broker or agent for the purpose of selling all kinds of grain," etc.

It has been given out that the millers "find many obstacles to overcome in the operation of their business. One of the chief difficulties in the competition of the railroad track buyers and the Texas Grain and Flour Company, representing a syndicate of Texas millers, who spasmodically buy grain at the different elevators throughout Kansas, at times

out of line with the Kansas City market, and thereby keep the prices of grain throughout Kansas in a chaotic condition and not benefiting the producers, but resulting in a detriment to the producers. These large export companies are able to handle grain for export at times more advantageously than any of the millers or small grain dealers, by reason of their large operations, and it is hoped by the millers that this new corporation will be able to cope with them in a business way."

The directors for the above corporation, who will act the first year, are: J. E. Howard, Wichita; J. H. McNarr, Halsted; S. P. Kramer, Wellington; F. D. Larabee, Stafford; E. W. Moses, Great Bend; S. W. Miller, Oswego, and H. E. Hunt, Arkansas City.

A NEW CHICAGO FIRM.

It is generally considered a very laudable ambition to engage in business for one's self and on March 1 Edward G. Heeman, who is well known in grain circles in Chicago and the West, satisfied a life long wish by starting out in business under his own name.

Mr. Heeman's career has followed along the lines of an initial five years in a grain elevator followed



EDWARD G. HEEMAN.

by eight years on the road as traveling solicitor and for the past nine years, or since 1894, on the floor of the Chicago Board of Trade, through all of which he acquired a thorough and practical knowledge of the grain business in its various details.

In his "special" and "weekly" market letters, which he will continue daily under the title of "Grain Trade Talks," Mr. Heeman will give in as concise a manner as possible the important news and the influences most likely to affect the markets. Special letters will also be written at intervals on the cash grain markets. His business will include handling of consignments of cash grain and the buying and selling of all commodities dealt in on the Chicago Board of Trade.

Mr. Heeman's business will be done through the firm of Hatley Bros., who will confirm all transactions to his customers. This firm is one of long standing on the Chicago Board of Trade and of established reputation in the grain trade, so that Mr. Heeman has surrounded himself with conditions which, combined with his experience, will enable him to give his patrons valuable business aid. His offices are at 70 Board of Trade Building.

The reliance of the grain dealer of this day on the telephone is emphasized when a big storm renders the long distance lines unavailable.

Oklahoma has 228 elevators in 85 towns. Hennessey and Kingfisher have eight each; Enid, seven; Oklahoma City, six; while Augusta, El Reno, Pond Creek, Waukomis and Yukon have five each.

IN THE COURTS

E. G. Nelson, late manager of the Northern Grain Company at Wheelerwood, Ia., recently pleaded guilty to a charge of embezzlement brought by the company.

C. L. Aygarn of Pontiac, Ill., made complaint before the Illinois Railroad and Warehouse Commission against the Illinois Central road, claiming overcharge for demurrage and refusal to supply him with cars.

The Weare Commission Company of Chicago, indicted at Princeton, Ill., on a charge of bucket-shopping, were on March 7 found guilty. The company had made a voluntary appearance, and will, of course, appeal.

It is understood that attorneys in the July oats cases other than Waite-Thorburn have decided to take one case and carry it through the courts at once as a test. This is to be used as a basis for settling all the others.

The Wayland-Wright Commission Company of Kansas City has begun suit at Kansas City against the Missouri Pacific Railway Company, charging discrimination by refusal to carry bulk corn for them at published rates, which rates were given to other shippers.

The Calumet Grain and Elevator Company of Chicago has sued Louis J. Chapman of New York, a broker on the New York Produce Exchange, to recover \$3,000. It is alleged by the Calumet Company that between November 29 and January 16 last Chapman made purchases and sales in the name of the company on his account. When the speculations turned out badly, it is alleged, he disappeared, having concealed the fact of his alleged illegal transactions from his employers.

Dewey Bros. of Blanchester, Ohio, have filed a petition with the Interstate Commerce Commission against the Toledo & Ohio Central, Kanawha and Michigan Central and the Chesapeake & Ohio railways, alleging that they were charged unreasonable sums for shipments of hay from various points in Ohio. The complainants say they were compelled to pay 20 cents a hundred pounds for the transportation of hay to Richmond, Va., while other shippers were charged only 9½ cents a hundred pounds for transporting the same product from Columbus to Richmond, relatively the same distance.

On February 16 a petition in involuntary bankruptcy was filed against Moritz Samisch, a dealer in hay, grain and feed at 207 East One Hundred and Tenth street, New York, by the Long Dock Mills and Elevator of Jersey City, a creditor for \$2,617 for grain delivered to him. It was alleged that he is insolvent, and that he has paid \$1,130 to various persons since November 7, sold all his stock in the previous ten days, collected a large amount of money on accounts, and absented himself from his place of business. The United States District Court appointed Le Roy S. Gove receiver of the assets. Mr. Samisch began business about twelve years ago.

Jouett M. Redd of Dover, Mo., was recently arrested on the complaint of the Kemper Grain Company and taken to Kansas City, charged with technical violation of the gambling laws of Missouri. He gave bond for appearance for trial. The charge is that on February 18, 1902, Redd contracted with the Kemper Grain Company for the purchase of 5,000 bushels of May wheat at 78½ cents. The price fell and the Company says it sued Redd for its margins, amounting to \$261.99. They say that during the Circuit Court trial Redd stated that he never intended to buy the wheat, but was only dealing in options, which, according to the Missouri law, is gambling. Following this alleged admission of Redd's, the firm filed a complaint for his arrest. Redd's defense will be that on the day following the placing of his buying order with the Kemper Company he wired them to sell out, wheat

having gone up a cent. He says the Company did not do this.

John W. Sweaney filed suit on an account in the Circuit Court at Kansas City, Mo., on February 10, against Stephen C. Woodson, claiming that on last December he delivered by an agreement with Woodson, a quantity of wheat to the Moore Grain and Elevator Company, to be sold on commission; that the wheat was sold and that the Company owes him \$735.88 as his part of the proceeds of the sale. Mr. Woodson is treasurer of the Moore Grain and Elevator Company.

O. D. Fisher of Lima, Ohio, on February 14 began suit at St. Louis against Thos. Cleage for \$500. Fisher alleges that Cleage received the money from him for speculation in grain, and then, without actually investing the cash, declared Fisher a loser to the extent of the investment. Fisher alleges that he demanded the return of his money last December, and that, instead of returning it, Cleage's manager informed him that he had no money. The representatives of the Cleage Commission Company say that the matter was submitted to arbitration, and that it was found the plaintiff had no claim except a ledger balance for about \$50, which the Company stands ready to pay.

POLITICS AND PUBLIC SERVICE.

[From a paper by P. P. Quist, Chief Weighmaster for Minnesota, read at the last meeting of the Southern Minnesota and South Dakota Grain Dealers' Association.]

Previous to the year 1885 all grain shipped to Minneapolis was subject to the self-assumed supervision of the Chamber of Commerce, rules and methods for handling this grain being prescribed by that body. As the membership of this organization was composed almost wholly of millers and grain dealers of Minneapolis, the feeling naturally obtained, whether justly or not, that the handling of grain was in the interest of the dealers rather than of the shippers or producers, and that feeling resulted in the enactment of a law by the legislature in 1885 creating the state inspection and weighing department, the control of which was assigned to the state board of Railroad and Warehouse Commissioners. When first started, it was predicted that a department run in connection with politics would be a failure, but such was not the case. While it took some time to overcome the prejudice of the opposition, the department was a success from the start; and I know that to-day it enjoys the confidence of the grain trade, and that Minnesota state weights are accepted everywhere. I think that I can truthfully say that the service is not excelled, if it is equalled by any grain department in the country.

It has been charged that the department is under the control of whatever political party happens to be in power, and that those entrusted with the important duties receive their appointments as a reward for political services, and hence that there cannot exist that degree of efficiency which should emanate from every branch of the service. It is, however, not plain to me that a class of men who take an active part in political affairs should be incompetent to successfully perform public duties. It is this class of men who have charge of all branches of our public service and the administration of our public affairs under a free and enlightened form of government, which certainly will not suffer by comparison with that of any other government on the face of the earth. While it is true that our appointees are largely taken from the ranks of the political party in power, we should also bear in mind the fact that that party is held responsible for the services rendered to the public, and is anxious to merit the approval of the people, while at the same time it is also subjected to the criticisms of the public. It is, therefore, only fair to presume that those entrusted with the appointive power would exercise their best judgment in making their selections. It is also not difficult to believe that in each political party there is an abundance of good material for the purpose, and it is reasonable to take it for granted that in selecting citizens from either party only men of good

moral character and who have reputations for efficiency should be admitted to the service. Indeed, these are requisite qualifications, as is well known by every man who applies for the position. No man of dissolute or intemperate habits can remain in this department, as it is the aim of the appointing power to retain only men of character and integrity; and I am proud to say that within my knowledge of the service inattention to duty caused by inebriety has been the least of our troubles. Such being the personnel of the department, it is not at all strange that our employes have shown a laudable ambition to perform their duties in such a manner as will reflect credit upon themselves and give satisfaction to all concerned.

While I have great faith in the efficiency of the department, I do not wish to be understood as claiming that an error may not occur; for wherever human endeavor is exerted, it is unwise to look for perfection. It is, however, my firm belief that with the strict supervision given to details and the great care exercised, the number of errors is reduced to a minimum.

MANITOBA GRAIN GROWERS.

There are continued accessions in Manitoba to the list of local grain growers', that is, shippers', associations. At Brandon on February 14 one was organized with Donald McEwen as president and Rodrick McKenzie as secretary-treasurer. It will constitute a branch of the Western Grain Growers' Association.

On the same day a branch of the same general association was formed at Miniota with J. L. Thompson as president and Jas. A. Fraser secretary-treasurer. A feature of the meeting was a speech favoring the building of elevators by municipalities, the author of this innovating idea believing that "there should be more storage facilities provided, as it was not likely the increase in transportation would equal the increase in production." This meeting also adopted resolutions providing that no grain dealer, elevator owner or lessee or member of any grain exchange should be allowed to become members, and urging the "construction of a broad-gauge, well equipped railway to Hudson's Bay."

SPREADERS AND HEDGERS.

"Spreads" and "hedgers" are still mysterious to some people, for whose benefits C. A. King & Co.'s Boy Solomon explains as follows:

Spreaders are those who buy in one market and sell a like amount in another, expecting the prevailing difference in price between the two markets to change in their favor. Some have bought in Toledo, St. Louis and seaboard and sold in Chicago, expecting good winter wheat to be as scarce as last year, but the May congestion in Chicago is giving some heart failure at present.

Hedgers are those who carry actual wheat at home in country and city elevators or mills and sell futures in Chicago or elsewhere as a protection. Some large firms have lines of country elevators in which they carry stocks. Millers, large and small, accumulate millions of wheat in the fall and make storage when futures are at a premium, except when they get twisted like the present. Many of them always sell in Chicago, because that is the largest market. It makes a shortage there of many million bushels. Only part of the wheat would grade contract and it would be expensive to send it there.

DELIVERIES AT TOLEDO.

To prevent any misunderstanding about terms applying to the shipment of property, the directors have adopted the following:

Excluding the date of sale, the time of shipment on property sold for shipment shall be reckoned from the date of receiving full shipping directions, and shall not include Sundays or legal holidays at point of shipment.

The term "immediate shipment" shall mean three (3) business days. The term "quick shipment" shall mean five (5) business days. The term "prompt shipment" shall mean ten (10) business days. When number of days are specified, said number shall not include Sundays or legal holidays at point of shipment. Nothing, however, in this rule shall be construed as prohibiting special agreements.

This is the same rule that is applicable to Chicago.

TERMINAL WAREHOUSES FOR HAY.

[From a paper by Geo. S. Bridge of Chicago read at the convention of the Michigan Hay Dealers' Association, held at Saginaw on December 30, 1902.]

I have been invited to address you on a subject of great importance to every man engaged in the hay business, from the producer to the consumer,—the terminal warehouse question. We will consider the transfer warehouse as well, as in many instances the same house could be used for both purposes, and the necessity for the one seems to be as great as for the other.

The first query raised by those who are not familiar with the trade is, Does the volume of business warrant the erection of houses especially for hay at all the more important terminals and transfer points? Statistics show that the number of cars of hay and straw handled at the large terminals, with the exception of one or two, exceeds that of any one of the cereals or flour. From which it would seem that the traffic would justify the erection of houses.

But this is not the only question to be considered. Would warehouses erected for this purpose and operated on a plan to encourage and foster the business be profitable? or would the expense of erection, maintenance and operation be so great as to drive the business into other channels? I think this point admits of no argument, as the warehouses in the cities that have adopted this method of handling hay are financially successful, and the parties concerned seem to be satisfied that this is the best method of handling the business, notwithstanding the fact that the charges at some of the terminals are so exorbitant that they border on extortion, being practically the same rate as the car service charges assessed by the railroad companies. In other markets charges are less exorbitant; yet, with the exception of one, so far as I can learn, they are not of such a character as to encourage and foster the business; that is, in some of the markets storage rates remain stationary, while in others they increase, the longer period of storage being higher than the shorter. The storage rates now in force, where cars are used for warehouses and in a few cases where private corporations and railroad companies own the warehouses, mean the actual confiscation of the property in from one to three months, and, with the one exception, in all others in eight to ten months. Does this look as if the business was being fostered and cared for and protected—is there another commodity handled with the same lack of facilities as this great product?

The question is raised, Suppose we had warehouses operated for the benefit of the property, wherein would the trade be benefited?

Let me answer this, first, from the standpoint of the commission merchant. Were warehouses erected so that all of the hay entering the different large markets could be unloaded immediately on arrival, it would be much easier for the commission merchant to dispose of his property by taking his customers to these houses and letting them examine the entire contents of a car of hay. As the business is now transacted in cities where there are no hay storage warehouses, the car of hay is sold on grade or by sample or by appearance of the hay at the car doors. It is estimated that 50 per cent of the cars of hay and straw sold in the manner described are rejected,—many because the hay is not loaded uniformly; some for the reason that the buyers are unscrupulous and after sorting out the best hay re-pile the poor bales and reject the remainder; or they may find that they can buy the same grade of hay or a little different grade, yet one which will answer their purpose, for less money and reject the entire car for no other good reason, although they always have plenty to ascribe. This means additional work and expenses to the commission merchant. Again, at times when the markets are overcrowded with hay, and car service charges are accruing, in order to move the property the commission merchant through competition is virtually compelled to extend credit in a manner which the business does not justify.

Let us now consider how it affects the consignor

who ships his hay to be sold for his account in a market where there are no terminal warehouses. His car of hay arrives and is sold on date of arrival. He is advised of the sale. On the second or third day, or, possibly, a week later, he is advised that a portion of the car has been unloaded, the balance has been rejected and resold at \$1 to \$3 per ton discount. In the meantime he has gone on and made purchases of hay on the basis of the original sale; yet when he receives his account of sales he finds the average price is \$1 to \$3 per ton less than the original price. What position is he in?

But this is not the worst feature of it. When a car of hay has been partially rejected, it always presents an unfavorable appearance. The original buyer is certain not to take out the poorest bales in sight, and in many instances the re-sale of the hay is made at a price below its actual value.

But there is still another side of the case which is of even greater importance. During a time of scarcity of hay in any market, inducements of all sorts are offered the shipper to make extra efforts to take advantage of the high prices prevailing. What is the result? Hay commences to roll into the market from all quarters; and owing to the increased hay traffic the railroad companies commence to bunch the cars, and instead of bringing them in at the uniform, regular order, on certain days of the week, they bring in three or four times as many cars as are needed to supply the actual daily consumption. These cars are forced on the market, prices decline and in a few days the market has reacted to a point as much below its normal level as it was too high, and the shipper suffers correspondingly. Whereas, if warehouses were in operation, the hay would be unloaded and held until such a time as the market would warrant the disposal thereof.

We will now take up the question with the man who never consigns his hay. He states, of course, that the warehouses would be absolutely of no benefit to him and, consequently, he is in no wise interested in the question.

Let us see whether he is or not. He sells his hay to be delivered this month or next month, and goes on and makes his purchases; but is unable to secure cars. What is the result? His sales are cancelled and he has the hay on hand, especially if the market has declined. Let us see what would be the result if we had transfer warehouses. It is seldom that cars cannot be had of the connecting line. No matter how difficult it is to secure certain foreign cars, it is a comparatively easy matter to get what are termed local cars, and it is rarely difficult to secure any foreign cars that you may require at the large transfer yards.

Another point. In many cases he would find it much more convenient to load more than one grade of hay in a car; but he has sold a certain grade and must necessarily load at some point where a uniform grade can be had, which he would not be required to do if there were a stock of hay in a transfer warehouse where his cars could be graded.

We will now consider it from the standpoint of the city dealer. What would it mean to him?

First—Reasonable promptness in delivery of purchases made in the country and immediate delivery when bought in the terminal warehouses. To-day, in cities without warehouses, or where they are inadequate to the demands, he is compelled oftentimes to wait one to ten days before the hay is placed where he can get possession after its arrival in this city.

Second—The grade of hay delivered would be exactly what he bought and the weights absolutely correct.

Third—Private warehouses would not be required, for he could supply his trade direct from the terminal house, thereby saving one cartage, one handling and the shrinkage which always attends an additional movement.

Let me now briefly summarize a few of the benefits to be gained by having terminal and transfer warehouses operated by those directly interested in the trade and in a manner to virtually compel all of the commodity shipped to pass through them:

A more steady movement, thereby causing an even demand and doing away to a large degree with extremely high or correspondingly low values and universal official inspection and weighing, which the grain trade demanded and secured years ago.

LAKE VS. RAIL CARRIAGE.

"They tell us that grain that left Illinois points in November has not, in some cases, reached Baltimore yet; and this report can be duplicated endlessly with regard to practically every route in the country. Conditions are already alarming, for it is due largely to rail incapacity that the coal famine is raging, ready to become disastrous in case of a bad snow blockade. It is reported here now that the roads are already beginning to make a second choice of such freight as can be brought down by lake later on, although lake navigation cannot possibly return inside of ten weeks," said John Chamberlain in a recent letter to the Marine Review and Marine Record.

"It takes the water route to move freight rapidly. Buffalo shipped 150,000 tons of hard coal in December and would have shipped several times that amount if the comparatively short rail lines from the mines to this port had been equal to the demand. Without the lakes it is found impossible to move any sort of freight at a rapidly increasing rate, no matter what the demand may be. So the Chicago hard coal dealers are saying now that they have little or nothing to sell and in some cases it is impossible to buy a full car load of soft coal there.

"It appears that the roads are now inclined to give the lakes a chance, if only because they are obliged to, instead of stealing their business away from them as they used to, cutting the rates to get it if they could not get it otherwise. It is already given out that there will be a stiffening of lake rates in the spring, with some advance of commodity rates, all of which means that the lake fleet is not afraid of the all-rail competition, as it used to be. Here is an advantage and its opposite at the same time, but the shipper is not so much afraid of high rates as he is of delay, and he knows that an advance of rate will secure water transportation, which is not the case by rail.

"And now comes one of the big milling companies—the Washburn-Crosby—to build a mill in Buffalo harbor with a capacity about equal to all the old ones and at once the town sees a stampede of other Minneapolis millers, and is offering more water frontage for the same purpose. I asked an agent of one of the northwestern milling companies what the new move meant, and he said that the milling company had of course found that it could handle its wheat and flour here for the eastern trade as it could not on the farther side of Lake Michigan.

"This is especially true in winter, and never so true before as this winter, with nobody getting half the cars needed for carrying his freight. So it goes without saying that the rail situation will oblige everybody to use the lakes to their utmost capacity hereafter for massing up all possible non-perishable freight at points nearest to where it is to be needed and never get caught again as the trade has been this winter. It has been for a long time a fact that the lakes were much faster than the roads, and when the roads come to a standstill, as they have nearly done now, in comparison to the demand on them, the difference is emphasized."

A heavy demand for corn is reported from Wyoming cattle feeders; with the usual delays by the U. P. road in making deliveries.

The grain dealers of Whiting, Ia., employed Prof. R. G. Holden of the Agricultural College of Iowa to lecture to the farmers of Monona County on "Corn: How to Select Good Seed and How to Grow It."

The losers of wheat in the Baltimore elevator fire of December 31 have agreed to accept from the insurance companies 77½ cents per bushel for the grain, including elevator charges, in settlement of losses.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Mar. 7, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oat, bu.	Rye, bu.	Barley, bu.
Baltimore	211,000	918,000	118,000	70,000	.....
Boston	411,000	476,000	4,000	.....	.....
Buffalo	1,904,000	.....	8,000	6,000	219,000
do. afloat	200,000	.....	.....	.....	.....
Chicago	7,305,000	3,776,000	688,000	106,000	1,000
do. afloat	376,000	170,000	1,060,000	110,000	.....
Detroit	490,000	16,000	46,000	71,000	23,000
do. afloat .....	.....	.....	.....	.....	.....
Duluth	5,922,000	2,000	1,272,000	78,000	562,000
do. afloat .....	.....	.....	.....	.....	.....
Fort William	3,674,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Galveston	505,000	69,000	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Indianapolis	227,000	261,000	23,000	2,000	.....
Kansas City	2,026,000	640,000	127,000	.....	.....
Milwaukee	727,000	70,000	912,000	31,000	319,000
do. afloat .....	.....	.....	.....	.....	.....
Minneapolis	15,069,000	92,000	1,354,000	115,000	526,000
Montreal	37,000	38,000	118,000	2,000	20,000
New Orleans	419,000	981,000	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
New York	1,770,000	643,000	231,000	10,000	97,000
do. afloat .....	.....	.....	.....	.....	.....
Peoria	722,000	350,000	388,000	76,000	.....
Philadelphia	31,000	550,000	115,000	.....	.....
Port Arthur	275,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
St. Louis	3,251,000	501,000	115,000	35,000	7,000
do. afloat	50,000	94,000	.....	.....	.....
Toledo	1,078,000	1,520,000	412,000	19,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toronto	27,000	.....	1,000	.....	.....
On Canal .....	.....	.....	.....	.....	.....
On Lakes .....	.....	.....	.....	.....	.....
On Miss. River	70,000	88,000	.....	.....	.....
Grand Total	46,757,000	11,231,000	7,002,000	1,031,000	1,774,000
Corresponding date 1902	53,155,000	10,085,000	4,014,000	2,121,000	1,885,000
Weekly Inc. ....	.....	1,072,000	204,000	.....	.....
Weekly Dec.	1,050,000	.....	.....	49,000	62,000

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 35 weeks ending March 2, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902-3.	1901-2.
St. Louis	28,153,000	15,389,000
Toledo	12,083,000	6,216,000
Detroit	3,167,000	2,349,000
Kansas City	22,786,000	16,964,000
Winter	66,189,000	40,918,000
Chicago	32,446,000	40,579,000
Milwaukee	6,889,000	8,905,000
Minneapolis	73,403,000	70,482,000
Duluth	34,048,000	38,617,000
Spring	146,786,000	158,583,000
Total bus., 35 weeks	212,975,000	199,501,000

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Mar. 11, has been as follows:

FEBRUARY	NO. 2* R.W. WHT		NO. 1 NO. 2* S.P. WHT		CORN. NO. 2		ST. OATS.		NO. 2 R.YE.		NO. N. W. FLAXSEED	
	Lo. s.	High.	Lo.	High.	Lo.	High.	Lo.	High.	Lo.	High.	Lo.	High.
12	74 1/4	74 1/4	74 1/4	75 1/4	43 1/4	43 1/4	36 1/4	37	.....	.....	.....	.....
13	74 1/4	74 1/4	74 1/4	75 1/4	43 1/4	43 1/4	36 1/4	36	.....	.....	.....	.....
14	74 1/4	74 1/4	75	75 1/4	43 1/4	43 1/4	36	36	.....	.....	.....	.....
15 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	74	74 1/4	74 1/4	75 1/4	42 1/4	43	35 1/4	36	.....	.....	.....	.....
17	74 1/4	75 1/4	74 1/4	75 1/4	43	43	35 1/4	35 1/2	.....	.....	.....	.....
18	74 1/4	75 1/4	75	76	43	43	35 1/4	36 1/4	.....	.....	.....	.....
19	73 1/4	74 1/4	74 1/4	75	43	43	35	35	.....	.....	.....	.....
20	74 1/4	74 1/4	74 1/4	75 1/4	43 1/4	43 1/4	35 1/4	35 1/2	48 1/4	48 1/4	.....	.....
21	74 1/4	75	75 1/4	75 1/4	44	44	35 1/4	35 1/2	51 1/2	51 1/2	.....	.....
22 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	74 1/4	75 1/4	74 1/4	75 1/4	44	44	35 1/4	35 1/2	.....	1.18	1.18	.....
25	73 1/4	74 1/4	74 1/4	75	44 1/4	44 1/4	35 1/4	35 1/2	51	51 1/2	.....	.....
26	74 1/4	75 1/4	74 1/4	75 1/4	44 1/4	44 1/4	35 1/4	36	49 1/2	50 1/2	.....	.....
27	74 1/4	75 1/4	75 1/4	75 1/4	44 1/4	44 1/4	35 1/4	35 1/2	.....	.....	.....	.....
28	75 1/4	75 1/4	75 1/4	75 1/4	45	45	35 1/4	36	52 1/2	52 1/2	.....	.....
29 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mar. 1 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	75	75 1/4	75 1/4	75 1/4	45 1/4	45 1/4	35 1/4	36 1/4	52 1/2	53	.....	.....
3	75 1/4	75 1/4	75 1/4	75 1/4	45 1/4	45 1/4	35 1/4	36	.....	.....	.....	.....
4	75 1/4	75 1/4	75 1/4	75 1/4	45 1/4	45 1/4	35 1/4	36	49 1/2	49 1/2	.....	.....
5	73 1/4	74 1/4	73 1/4	75 1/4	44 1/4	44 1/4	35 1/4	35 1/2	49	49	.....	.....
6	73 1/4	74	74	74 1/4	45 1/4	45 1/4	35 1/4	36	40 1/2	51 1/2	.....	.....
7	72 1/4	73 1/4	73 1/4	74 1/4	45 1/4	45 1/4	35 1/4	36 1/4	50 1/2	50 1/2	.....	.....
8 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	72	73	72 1/4	73 1/4	45 1/4	45 1/4	35 1/4	36 1/4	51	51	1.10	1.11
10	72	72 1/4	72 1/4	73 1/4	45 1/4	45 1/4	35 1/4	36 1/4	51 1/2	51 1/2	1.11	1.11
11	72 1/4	73 1/4	72 1/4	74	45 1/4	45 1/4	35 1/4	35 1/2	.....	.....	.....	.....

*Nominal price.

During the week ending February 13, Prime Contract Timothy Seed sold at \$4.00@4.05 per cental; Prime Contract Clover Seed at \$11.55@11.70; Hungarian at \$1.25@1.60; German Millet at \$0.90@1.25; Buckwheat at \$1.35@1.45 per 100 lbs.

During the week ending February 20, Prime Contract Timothy Seed sold at \$4.00 per cental; Prime Contract Clover Seed at \$11.55@11.65; Hungarian

at \$1.25@1.60; German Millet at \$0.90@1.15; Buckwheat at \$1.35@1.45 per 100 pounds.

During the week ending February 28, Prime Contract Timothy Seed sold at \$3.85@4.00 per cental; Prime Contract Clover Seed at \$11.50@11.80; Hungarian at \$1.25@1.60; German Millet at \$0.90@1.15; Buckwheat at \$1.25@1.45 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1903.

BALTIMORE—Reported by Wm. F. Wheatley, secretary pro tem of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	200,700	350,502	24,000	168,238
Corn, bushels	2,982,023	441,193	2,477,958	186,909
Oats, bushels	221,939	176,255	620	1,040
Barley, bushels	18,372	12,186	.....	8,673
Rye, bushels	49,252	86,888	63,771	15,974
Timothy Seed, bushels	734	2,316	1,111	.....
Clover Seed, bushels	4,014	10,012	5,581	.....
Hay, tons	5,466	3,522	1,257	2,007
Flour, bbls.	210,997	223,869	189,858	122,286

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	132,196	348,346	573,564	1,563,142
Corn, bushels	1,190,533	93,523	937,170	227,905
Oats, bushels	410,670	296,363	3,600	1,849
Barley, bushels	9,393	11,920	.....	.....
Rye, bushels	2,194	530	.....	.....
Flax Seed, bushels	20,302	.....	17,322	.....
Millfeed, tons	724	458	615	539
Corn Meal, bbls	2,725	1,735	800	1,200
Oat Meal, bbls	9,061	12,235	2,079	4,613
Oat Meal, sacks	2,515	3,425	7,574	4,982
Hay, tons	12,650	21,050	.....	.....
Flour, bbls	167,116	74,841	39,211	36,467

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels	955,805	1,671,700	374,955	1,664,368
Corn, bushels	6,803,743	1,832,961	4,214,029	1,100,347
Oats, bushels	6,918,974	3,046,649	4,004,839	2,497,184
Barley, bushels	1,995,651	1,131,150	323,995	568,559
Rye, bushels	170,888	72,600	45,308	94,922
Timothy Seed, lbs.	4,336,352	1,846,942	5,908,374	1,729,973
Clover Seed, lbs.	1,480,790	842,323	1,965,202	572,523
Other Grass Seed, lbs.	1,718,547	1,188,999	1,474,000	1,353,775
Flax Seed, bushels	169,018	353,780	65,582	60,519
Broom Corn, lbs	627,680	1,625,100	518,140	874,128
Hay, tons	15,287	19,083	1,177	2,647
Flour, bbls	484,567	756,925	291,718	641,436

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels	178,449	133,828	137,353	102,801
Corn, bushels	698,982	472,327	376,978	161,581
Oats, bushels	388,833	218,312	240,815	84,596
Barley, bushels	93,778	106,137	1,140	1,037
Rye, bushels	58,472	60,315	43,962	19,058
Timothy Seed, bags	4,694	1,830	3,421	2,110
Clover Seed, bags	3,571	6,973	4,481	5,109
Other Grass Seed, lbs.	7,555	4,371	8,895	6,310
Hay, tons	8,494	13,261	5,944	9,930
Flour, bbls	141,545	197,906	99,338	157,915

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Wheat, bushels	52,166	129,772	39,985	10,523
Corn, bushels	976,533	391,295	388,453	115,949
Oats, bushels	310,512	377,209	111,485	113,137
Barley, bushels	23,608	9,850	.....	.....
Rye, bushels	1,265	.....	.....	.....
Flax Seed, bushels .....	.....	.....	.....	.....
Hay, tons	5,591	4,477	631	340
Flour, bbls	70,060	42,720	19,730	8,000

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels	165,315	90,607	40,772	64,444
Corn, bushels	410,110	31,887	125,673	76,788
Oats, bushels	239,015	222,490	69,627	23,075
Barley, bushels	126,794	145,397	35,266	8,893
Rye, bushels	30,889	23,506	34,134	52,160
Flour, bbls	20,700	19,300	14,200	15,000

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade.

Wheat, bushels	1,953,077	2,212,648	800	15,095
Corn, bushels	974	525		76,877
Oats, bushels	769,854	17,528	25,068	24,100
Barley, bushels	209,089	36,726	67,812	4,299
Rye, bushels	15,591	2,375		2,774
Flax Seed, bushels	494,448	469,959	202,690	127,774
Flour, bbls.	97,475	151,045	48,375	77,305

ELEVATOR AND GRAIN NEWS

ILLINOIS.

An elevator will be built at Belknap, Ill.

There is talk of a new elevator at Springertown, Ill.

There is some talk of a farmers' elevator at Urbana, Ill.

J. L. Douglass is building a 25,000-bushel elevator at Shirley, Ill.

The Davis Elevator at Rardin, Ill., has been sold to a stock company.

Keiser Bros. of Mt. Olive, Ill., are about to build a new elevator at Worden, Ill.

H. H. Claffin and F. B. Alderson have bought one of the elevators at Virden, Ill.

Ed. Kester is reported to have engaged in the grain business at Hermon, Ill.

A farmers' company is being organized to buy one of the elevators at Mahomet, Ill.

Farmers of Gridley, Ill., are said to contemplate organizing an elevator company.

The erection of a farmers' elevator at Seymour, Ill., is said to be under consideration.

Farmers of Loda, Ill., are said to be organizing a company to buy or build an elevator.

Plans are being perfected for the organization of a farmers' elevator company at Sidney, Ill.

The Mackinaw Farmers' Elevator Co., Mackinaw, Ill., has not decided on a location for its new house.

Rogers, Bacon & Co. recently discontinued buying grain at country stations owing to the scarcity of cars.

Ensley & Cassens, dealers in grain and implements at Atterberry, Ill., are reported to have dissolved.

Wm. P. Shertz of McCall, Ill., will install an Improved Hall Signaling Grain Distributor in his elevator.

Lewis Austin Fabrick, Jr., has succeeded Lewis Austin Fabrick, Sr., in the grain business at Harlem, Ill.

The recently incorporated Knight Grain Co. has taken over the business of E. G. Knight at Monticello, Ill.

Snyder & Donovan are said to have given a chattel mortgage for \$5,000 on their elevator at East Lynn, Ill.

The Farmers' Grain & Stock Association has commenced the erection of a new elevator at Deer Creek, Ill.

The Saunemin Farmers' Elevator Co. will take possession of its elevator at Scovel, Ill., as soon as it is empty.

The Farmers' Elevator Co. of Secor, Ill., has secured a site and will commence the erection of its elevator soon.

Farmers of Strawn, Ill., have subscribed funds to build an elevator and expect to commence work at an early date.

The Neola Elevator Co. will build an elevator at Honey Creek, Ill. The material for the new house is on the ground.

The stockholders of the Farmers' Elevator Company at New Holland, Ill., are said to contemplate building another house.

The old Bowers Elevator at Peru, Ill., was recently sold for \$2,100. The house is being dismantled and will be torn down.

Jos. Doty has moved from Wacker, Ill., to Mt. Carroll, Ill., and will, it is reported, open an elevator at the latter place.

An effort is being made to form a stock company for the purpose of buying the elevator of Sander-son & Farley at Leland, Ill.

The Farmers' Elevator Co. has been organized at Waynesville, Ill. The company will build a 50,000-bushel elevator at Tabor, Ill.

The Burrell Engineering & Construction Co. has just started rebuilding the Atlas Grain Co.'s new elevator at West Brooklyn, Ill., which burned recently.

The Longview Grain & Coal Co., of Longview, Ill., has been incorporated with a capital stock of \$4,000 by James B. Driver, Charles Forner and William Chapman.

Work will be commenced very shortly on the rebuilding of Elkhart & Swan Milling Co.'s grain elevator at Carroll avenue and Elizabeth streets, Chicago, which burned recently. The Burrell Engineering & Construction Co. has finished plans and

specifications for the house which will have a capacity of 100,000 bushels.

The Zion Grain Co. of Louisville, Ky., will tear down its present elevator at Downs, Ill., and build a new house with a capacity of 50,000 bushels.

M. C. Wharfield has again opened his elevator at Rock Falls, Ill., after a short shut down. He has had some difficulty in securing all the cars needed.

The 15,000-bushel elevator of John R. Martens at Allenville, Ill., has been purchased by the Mattoon Elevator Co. This makes the fifth house owned by this company.

The elevator at Scovel, Ill., is said to have been purchased by the Farmers' Elevator Co. Ed. Scovel is manager, Ed Thornton grain buyer and P. H. Lannon treasurer.

At the annual meeting of the Farmers' Grain and Coal Co. of Mason City, Ill., it was voted to double the capacity of the house. A dividend of 10 per cent was also declared.

W. W. Porterfield has sold his elevator at Ivesdale, Ill., to M. L. Delaney of Niantic, Ill., for a consideration of \$7,000. The deal was made through C. A. Burks of Decatur, Ill.

Walker Boulware & Co., dealers in grain and coal at Foosland, Ill., who have elevators at McNulta, Dickerson and Howard, Ill., will make some repairs on the houses in the spring.

Articles of incorporation have been filed by the Mazon Grain Co., of Mazon, Ill. The capital stock is \$30,000 and the incorporators are H. E. Mammen, M. S. Dewey and O. B. Fuller.

W. J. Burns & Co. have completed their transfer elevator at Thirty-second and La Salle streets, Chicago, capacity 30,000 bushels. The Burrell Engineering & Construction Co. were the builders.

Articles of incorporation have been filed by Hogan Bros. Mill and Grain Co. of Sandoval, Ill. The capitalization is \$20,000 and John T. Hogan, Henry R. Hall and Charles P. Burns are incorporators.

Thomas Ryan of Lincoln, Ill., has bought the elevator at Tabor, Ill., formerly owned by Suttle & Wisnerwell. Mr. Ryan has taken possession of the property, but will continue to reside in Lincoln.

Walker & Summers of Herrin, Ill., have incorporated with a capital stock of \$12,000 to deal in grain and do a milling business. U. L. Walker, E. G. Summers and H. F. Arnold are incorporators.

The Highland F. M. B. A. Elevator Co., of Highland, Ill., has secured a site for its new elevator and work on the new house, the contracts for which have been awarded, will be started at an early date.

John Weimer has bought the grain elevator and village property of Chas. Weimer at Harness, Ill., and will take charge of the business after October 1 next. Chas. Weimer is a resident of San Jose, Ill.

The Malden Elevator Co., of Malden, Ill., has been licensed to incorporate with a capital stock of \$3,500 for the purpose of dealing in grain, etc. The incorporators are Frank Park, J. N. Gray and C. J. Pierce.

The P. Larson Co., of Paxton, Ill., has been incorporated to do a milling business and deal in grain. The capital stock is \$22,000 and the incorporators are Urban L. Walker, E. G. Summers and H. F. Arnold.

The new elevator of the Hays Grain & Hay Co. at Hays, Ill., to replace the one destroyed by fire some time ago, is about completed. The new house will be larger than the old one, and will be modern in equipment.

The Brooks & Harrison Co. of Bloomington, Ill., has filed articles of incorporation. The capital stock is \$10,000 and the incorporators are Abel Brooks, J. A. Harrison and Miles Brooks. The company will deal in grain, lumber and coal.

The Seneca Grain, Lumber & Supply Co., of Seneca, Ill., has been granted a certificate of incorporation. The incorporators are A. M. Markeson, Thomas J. Dunn and A. L. Irwin, and the authorized capital stock is \$20,000.

Richardson & Co., Inc., have succeeded to the business of the National Elevator Co., at Chicago, for twenty years operated by Murry Nelson. The National Elevator will be operated as a public house. Richardson & Co., Inc., have operated the Santa Fe Elevator, at Chicago, for a number of years.

The Weston Grain Co., of Weston, Ill., has been incorporated to deal in grain, live stock, coal and lumber. The capital stock is \$8,000 and the incorporators are W. W. Shedd, Robert P. Cooper and Oscar O. Dillon. This is a farmers' company, recently organized. W. W. Shedd is president and G. W. Eckhart secretary.

The Decatur Elevator Co., of Decatur, Ill., has been incorporated with a capital stock of \$20,000 to deal in grain and coal. D. S. Shellabarger, B. G. Hudnut and Oscar N. East are incorporators. The company will build and operate a number of elevators. The first to be built will be at Cerro Gordo on the site of the Lyons & East elevator that burned down about two months ago. The work of clearing away

the debris to begin on the foundation has already been started and the elevator will be erected at once. George Morris will be the superintendent of construction. The new elevator will have a capacity of 50,000 bushels and will be managed by C. W. Cooper and O. N. East.

The Farmers' Grain, Live Stock and Coal Association of Deer Creek, Ill., has organized by electing the following officers: G. A. Dorward, president; W. H. Marshall, vice-president; J. E. Garber, secretary; August Naffziger, treasurer; Robert Lane, manager; F. Field, G. W. Freese, Daniel Rich, Louis Schantz, F. E. Chaffer, M. Kingsinger, Peter Guth, C. W. Heiser and J. C. Sulbertson, directors.

EASTERN.

Kier & Johns, grain dealers, of Pittsburg, Pa., have been succeeded by H. E. Kier.

J. G. Egert & Son, dealers in grain, hay, etc., at Utica, N. Y., have been succeeded by G. F. Egert.

Allan A. Campbell is seeking the cooperation of the railroad in building an elevator at Harris, R. I.

Bowman Bros. have commenced the erection of a 5,000-bushel steel tank elevator at Germantown, Md.

Walter Strant has purchased the grain business of his brother, Frank C. Strant, at Manchester, Conn.

The grain elevator recently built by John M. Reuter, at Lynn, Mass., is now fully equipped and in operation.

Chas. Willis & Co. have succeeded to the grain, flour and feed business of Robert A. Weed at Norwich, N. Y.

Schmick & Leiby have completed their new grain depot at Germansville, Pa. They have also started a coal yard.

J. M. Howard & Son, wholesale and retail grocers of Eastondale, Mass., are building a grain elevator and mill.

Frank V. Doolittle has bought the grain business of H. D. Alexander at Northfield, Mass., and has reopened the mill.

Articles of incorporation have been filed by the Thresher-Perry Grain Co. of Claremont, N. H. The capital stock is \$6,000.

It is said that F. F. Birch contemplates building a grain elevator on the site of the old Dover Boiler Works at Dover, N. J.

The grain business at Huntington, Mass., is again controlled by one firm, Jones & Turner having bought out A. D. Cornell.

William Phillips is reported to have bought property at Hampton, Conn., where he will erect a building and conduct a grain and merchandise business.

The Keith Grain & Fuel Co., of Washington, D. C., has filed a certificate of incorporation. The incorporators are: Chas. W. Embrey, Virgil M. Fookes and James A. Black.

The Buffalo Grain Co., of Buffalo, has been incorporated with a capital stock of \$25,000. The directors are James M. Jenks and J. G. Martin of Chicago and H. C. Harrison of Buffalo.

The Hartford Grain and Feed Co. of Hartford, Conn., has filed a certificate of incorporation. The capital stock is \$15,000 and the incorporators are Ertion P. Yates and Francis A. Cummings of Hartford, and Sherwood B. Cummings of Norwalk.

William H. Dexter and Alonzo B. Root have formed a partnership in the grain and coal business at Springfield, Mass. The firm will be known as the Dexter-Root Co. The office and storehouses are near the right of way of the New York, New Haven and Hartford railroad.

The Michigan Central Railroad will build a 50,000-bushel elevator at Black Rock, Buffalo. It will be used for transfer purposes only. It was the original plan to have the Grand Trunk and the Pere Marquette join the Michigan Central in building the elevator, but the Grand Trunk declared it had facilities enough at the Rock already.

Weld & Beck, grain dealers, of Southbridge, Mass., have arranged to build a new elevator and warehouse. The new building, which will be three stories high, will have a frontage of 50 feet and a depth of 60 feet. Messrs. Weld and Beck will also build a smaller building 18x40 feet, which will be used for the standard scales and as a shipping room. Work will commence on the new building the first of April, and the firm expects to be able to occupy its new quarters by the first of July.

Certificates of incorporation of the Mutual Elevator Company and the Mutual Transit Company of Buffalo, N. Y., were filed March 4. Both of the concerns will operate with main offices and places of business in Buffalo. The Mutual Elevator Company is capitalized at \$60,000. It will engage in the grain elevating business. Its directors are Henry W. Sprague of Buffalo and William B. Anderson, O. S. Seymour, Theophilus Parson and Philip Huetwohl, all of 35 Wall street, New York. The Mutual Transit Company is capitalized at \$40,000, and will en-

gage in operating vessels on the great lakes, in canal traffic, etc. Its directors are Henry W. Sprague of Buffalo, James D. Arnold of 35 Wall street, New York, Herbert A. Taylor of New York, and William C. Cannon and Clifford Nichols of Buffalo.

WISCONSIN.

The elevator at Dresser Junction, Wis., is being enlarged.

L. P. Kohl is installing a gasoline engine in his elevator at Waupun, Wis.

A. G. Wells has completed improvements on his elevator at Askeaton, Wis.

The Knapp Elevator and Implement Co. is completing its big building at Knapp, Wis.

The Northern Grain Co. has added another story to the elevator at Spencer, Wis., and has made some other improvements.

The new elevator to be built by the Cargill Co. at Fond du Lac, Wis., will be completed as rapidly as possible and is expected to be in running order in a few months.

A. Pierre has leased the elevator of Chris. Daniels at Luring, Wis. Possession will be given August 1. Mr. Daniels will hereafter devote his entire attention to the sale of farm machinery and implements.

The Currier Elevator at River Falls, Wis., heretofore owned by Currier Bros., has changed hands. Albert Currier has sold his interest to his brother, George Currier, and Walter Currier has sold his share to Henry Elliott.

The Northern Grain Co., of Chicago, has bought the City Mills at Beloit, Wis., from Edward Salmon. The company will make Beloit a grain buying center and have engaged Frank Spoon of Janesville, Wis., as local manager.

The Barnett & Record Co., of Minneapolis, has been awarded the contract to enlarge the Hall Elevator at West Superior, Wis. The house has a capacity of 50,000 bushels and this is to be trebled, the work to be completed by June. The contract calls for the erection of four brick outside storage bins and for the raising of the roof of the elevator building proper so as to increase the working space for the machinery. The bins will increase the storage capacity by from 75,000 to 100,000 bushels. When the work is completed it will be in such shape that a shutdown of only a few days will enable the contractors to make the connections so that the elevator will lose scarcely any time at all. The expense of the enlargement will be about \$15,000.

IOWA.

Gilcrest & Co. will build an elevator at Lawler, Iowa.

A farmers' elevator company is being talked of at Oto, Iowa.

C. E. Smith is reported to have leased his elevator at Boxholm, Iowa.

An elevator will be built at Stacyville, Iowa, by the Western Elevator Co.

A farmers' grain and stock company is being organized at Ridgeway, Iowa.

The new Nye-Schneider Elevator at Carroll, Iowa, is nearing completion.

W. C. Johnson, a grain dealer, of Charter Oak, Iowa, is reported out of business.

E. F. Jockeck is successor to Jockeck & Damp, grain dealers, of New Liberty, Iowa.

Johnson Bros., grain dealers, of Cambridge, Iowa, have been succeeded by Inglis Bros.

H. A. Robinson, a grain dealer, of Liscomb, Iowa, has been succeeded by N. A. Church.

Meis & Book are successors to C. Meis & Co. in the grain business at Templeton, Iowa.

Whaley & Dunlap have succeeded to the grain business of Retz Bros., at Luray, Iowa.

Oatges & Ibling, grain dealers, of Allison, Iowa, have been succeeded by A. J. Froming.

J. A. Gray of Odawa, Iowa, will equip his new elevator with two improved Hall Distributors.

W. W. Albright has been succeeded in the grain business at Lewis, Iowa, by Albright & Son.

Cronk Bros. have enlarged their business, at Montour, Iowa, and are now engaged in buying grain and stock.

George Light has bought the elevator of H. B. Nichols at Chester, Iowa, for a reported consideration of \$3,500.

Turner & Fraser have opened the old elevator in the Illinois Central yards at Manchester, Iowa, and are buying oats.

Farmers of Dorchester, Iowa, are reported to have organized a grain shipping company with a capital stock of \$15,000.

The Diamond Elevator Co. has completed its new house at Cambridge, Iowa, and has commenced business with M. M. Mason in charge as agent.

H. A. Baxter of New Sharon, Iowa, has bought the Sampson & Livingston elevator and coal business at Washington, Iowa. The purchase also in-

cludes some real estate. Mr. Baxter will take possession April 1.

H. Jackman has sold his grain business and other interests at Laurel, Iowa, to I. L. Patton & Co.

The Northern Grain Co.'s new elevator at Toledo, Iowa, is now receiving grain. The house was built in a short time, a large crew of men having been employed.

The B. A. Lockwood Co.'s Elevator at Ames, Iowa, will be rebuilt. The old house was valued at \$20,000 and it is said that the new structure will represent a greater investment.

J. J. Peters is building a new elevator at Wellsburg, Iowa. There is already one house at that place and efforts to secure a site for a second have heretofore been unavailing.

E. W. Ellis has sold his elevator and coal business at Grundy Center, Iowa, to F. D. Froning of St. Clair, Iowa. Mr. Ellis had been in business at Grundy Center for the past twenty-five years.

E. M. Parsons has bought the old Nulter Elevator at Carroll, Iowa. He is having the house torn down and will rebuild it on the south side of the Northwestern tracks where his grain warehouse was burned a few years ago.

The Mt. Pleasant Milling Co., whose flour mill at Mt. Pleasant, Iowa, was recently destroyed by fire, will build an elevator and feed mill on the site. A 30-horsepower electric motor will be used to operate the machinery of the new plant.

Plans for the new elevator of the Great Western Cereal Co. at Fort Dodge, Iowa, provide for a building 54x118 feet and 75 feet high. The house will be located about 200 feet from the mill and will contain 28 bins. It is said that over a million feet of lumber will be used in the construction of the elevator and that the equipment will be modern in every detail. The work of construction will be started at an early date.

Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, notes the following changes in his directory: Shorett & Stevens, Earling, succeeded by Atlas Grain Co.; H. B. Nichols, Chester, succeeded by Wm. Light; C. M. Hopkins Estate, Wall Lake, succeeded by A. Harrig; Spotts, Hood & McAllister, Battle Creek, succeeded by W. H. Spotts; C. H. Eckery, Yetter and Knierim, succeeded by Wells-Hord Grain Co.; Jas. Hood, Bristow, succeeded by Anchor Grain Co.; H. Wetzel, Minburn, succeeded by L. J. Kaiser.

OHIO, INDIANA AND MICHIGAN.

It is announced that a new grain elevator will be erected at Boyden, Mich.

Morrison & Finch will build a grain elevator on the Big Four at Hazelrigg, Ind.

Lewis H. Bowers has bought the elevator of H. G. Clark at Bowers, Ind., for \$10,000.

Herman Borgerding will build an elevator on the Corydon pike near New Albany, Ind.

Work will be commenced on the new elevator at New Richmond, Ind., at an early date.

Gordon & Dehring are successors to H. J. Gordon in the grain business at Curtice, Ohio.

J. Benson Outram, formerly of Lippincott, Ohio, has bought an elevator and mill at Richmond, Ohio.

The elevator of Tuttle & Tuttle at Springfield, Ohio, has been moved across the Panhandle tracks.

The White Elevator at Plainwell, Mich., has been purchased by the J. F. Eesley Milling Co. of that place.

Two new elevators may be built at Gessie, Ind., one by an eastern grain company and the other by farmers.

T. P. Graham will erect an elevator, at Washington, Ind., the coming summer. It will be ready to receive grain by harvest time.

The Agosta Grain Co. has sold its elevator at Agosta, Ohio, to a Mr. Banthouse of Morral, Ohio. Possession will be given April 1.

Bert Walter has sold his elevator and feed mill at Hopkins, Mich., to Henderson & Sons of Grand Rapids, Mich. The consideration was \$2,500.

E. D. Ball has bought a site on the Illinois Central at Poseyville, Ind., and will build an elevator and warehouse and engage in the grain business.

D. Henne has sold his elevator at Greenville, Ohio, to H. C. Garber & Bros. of that city. The consideration was \$11,000 and the new owners took possession March 1.

The F. O. Diver Grain Co., of Middletown, Ohio, has purchased the elevator of F. H. Berk at Trenton, Ohio, and will operate it in connection with its house at Middletown.

The officers of the recently incorporated Fremont Elevator Co. of Fremont, Ohio, are: President, Dr. M. Stamm; vice-president, J. A. Stokes; secretary, Daniel Stults; treasurer, J. C. Smith.

The Witmer Grain Co., of Berne, Ind., has filed articles of incorporation with a capital stock of \$10,000. The incorporators are Joseph Witmer and Joseph Grabill, of Grabill; Emil Erhart, Christian

G. Egly, Michael Zehr and Fred Neaderhouser, of Berne, and Samuel Egly and Nathan Shepherd, of Geneva.

Botzum Bros.' elevator and feed store at Akron, Ohio, which were burned some time ago, have been rebuilt. The new elevator has a capacity of 25,000 bushels, being somewhat larger than the old house.

H. C. Clark, who formerly operated elevators at Colfax and Bowers, Ind., recently sold out to L. H. Gordon of Thorntown, Ind., and has purchased the elevator of Morrisson & Finch, at Lebanon, and will reside there in the future.

Collier & Longer, whose elevator at Freeland Park, Ind., collapsed recently, have cleared away the wreckage and recovered the greater part of the grain. They have shipped out about 60 carloads and will lose only about 2,000 bushels.

The Peoples' Grain Co., of Tipton and McGill, Ohio, has filed articles of incorporation with a capital stock of \$25,000. Michael Maloy, Michael Brady, Orlando Brady, William F. Hatcher, S. F. Doll and William Gillen are the incorporators.

The new grain elevator of the Union Grain and Hay Co. at Cincinnati, Ohio, will not be built of concrete as originally planned. A detailed write-up of the new house will be found elsewhere in this paper. An ordinance granting the company the right to build a double track switch to the new elevator has been passed.

The Southworth-Rice Grain Co. of Deshler, Ohio, has been incorporated with a capital stock of \$25,000 by E. L. Southworth, W. H. Bergen, J. Scott Rice, W. P. Tyler and J. E. Richards. The company controls the Interior Elevators. It intends to increase its line of houses and has already several new stations under consideration.

The new elevator to be built in connection with the Rockport Milling Co.'s flour mill at Rockport, Ind., mention of which was made last month, will have a capacity of 40,000 bushels. The contract has been awarded and the structure is to be completed by June 1. It will be built on the north side of the mill and will give the company total storage room for 70,000 bushels of grain.

WESTERN.

It is reported that the warehouse of E. P. Atchison at Kendrick, Idaho, has been purchased by the Vollmer-Clearwater Grain Co.

The Farmers' Grain and Supply Co. will build a warehouse at Krupp, Wash. Last season 100,000 bushels of wheat were marketed at this point.

A. B. Cooley's grain warehouse on his ranch near Pendleton, Ore., has been completed. The building is 40x100 feet and has a capacity of 10,000 sacks.

The first annual meeting of the Farmers' Grain and Supply Co. was held at Wilson Creek, Wash., recently when the headquarters were changed from Wilson Creek to Spokane.

Farmers of the vicinity of Lind, Wash., have organized the Farmers' Warehouse Co. The officers are: W. G. Offutt, secretary; W. F. Newland, treasurer; Wm. Philpott, W. F. Newland, W. G. Offutt, George W. Jones, R. P. Smith, trustees.

Articles of incorporation have been filed by the Mark A. Means Co., Ltd., of Lewiston, Idaho, to transfer grain and merchandise. The capital stock of the company has been subscribed for by the following persons: M. A. Means, \$10,000; James Hayes, \$10,000; Katherine Means, \$2,500; Fred Justus, \$1,000; George Howton, \$100; I. N. Smith, \$500.

It is stated that on March 1 there was only about half as much wheat in railroad warehouses along the Washington & Columbia River and Oregon Railroad & Navigation lines as on that date last year. It is estimated that the W. & C. R. warehouses hold 1,000,000 bushels, and that the O. R. & N. has 750,000 bushels in store. In Columbia County, where 80 per cent of the cereal crop is barley, the movement of grain has been almost complete, some small lots remaining in warehouses on the Turner extension of the W. & C. R.

NORTH DAKOTA.

It is rumored that a new elevator will be built at Binford, N. D.

The Empire Elevator, at Harlem, N. D., has been closed for the season.

Bunbar Bros.' new elevator at Souris, N. D., has been put in operation.

The Woodworth Elevator at Bonnybrook, N. D., has been closed for the season.

The Powers Elevator Co. has purchased the Dawson (N. D.) Elevators and will also put in a lumber yard at that place.

The recently organized Farmers' Elevator Company at Maza, N. D., is said to contemplate buying the McLaughlin Elevator in that town.

The Farmers' Elevator Co., of Church's Ferry, N. D., has filed articles of incorporation with a capital stock of \$15,000. The incorporators are Henry A. Noltimier, Norman Nelson, John M. Thomson, J. W. Noltimier, Thos. Engelhorn, Theo-

dore Hanson, Charles A. Studley. It is understood that the company will build an addition to its elevator next summer.

M. F. Swanston of Michigan, N. D., has put in a large feed grinder at his elevator in Niagara, N. D., and is in the market for cheap feed.

Robinson & Hoff Bros. have sold their elevator at Cavalier, N. D., to the Imperial Elevator Co. Mr. Arpin has been retained as manager by the new owners, who have taken possession of the house.

The repairs on the Monarch Elevator Co.'s house at Christine, N. D., have been completed and the house is now in first-class shape. The work was under the direction of Superintendent Fawcett. Mr. Skoglund is the company's agent at this point.

The Kenmare Roller Mills Co., of Kenmare, N. D., has recently incorporated with a capital stock of \$40,000, paid up. The company will build elevators and warehouses at different stations between Portal and Minot, N. D., to supply grain for the mill and to handle its products. The company has been somewhat handicapped by the lack of wheat, but when the new elevators and warehouses are completed expects to be able to run day and night.

SOUTH DAKOTA.

A farmers' elevator may be built at Bushnell, S. D.

John Burgan has built an addition to his elevator at Milbank, S. D., and will put in a mill to grind feed.

An elevator has been built at Loomis, a new town on the C., M. & St. P., eight miles northeast of Mitchell, S. D.

It is said to be assured that a farmers' elevator will be built at Garden City, S. D., in the spring. The C., M. & St. P. has agreed to furnish a site and will haul the necessary lumber at half rates.

MINNESOTA.

D. P. Miller is building an elevator at Barnesville, Minn.

There are rumors of a farmers' elevator at Emmons, Minn.

The O'Brien Elevator will be moved from Moonshine to Johnson, Minn.

The Farmers' Independent Elevator Co. is being organized at Arco, Minn.

The Thorpe Elevator Co., of Wicklow, Minn., has built a brick engine house.

Farmers' elevator companies may be organized at Steen and Beaver Creek, Minn.

The farmers' elevator at Beltrami, Minn., has been purchased by the Empire Elevator Co.

The Globe Elevators at Duluth are again receiving grain after having been closed all winter.

John Barron and Chas. Beattie are said to contemplate building an elevator at Myrtle, Minn.

Reported that the Canadian Elevator Co. will build a 30,000 to 40,000-bushel elevator at Warroad, Minn.

The Great Western Elevator Co. has closed its house at Sleepy Eye, Minn. W. H. Baker has been in charge as buyer.

A new 30-horsepower gasoline engine has been installed in the Farmers' Elevator Co.'s house, at West Concord, Minn.

The Cargill Elevator Co. has let the contract for a new 80,000-bushel elevator at Johnson, Minn., to replace the one burned recently.

H. Mangsett of Camp, Minn., has bought the warehouse of E. H. Grasmoe at Fairfax, Minn., and will conduct a grain business.

H. E. Wyum has sold his elevator at Hills, Minn., to the newly organized farmers' company of that town and has been engaged as manager.

The new elevator of Henry Rippe at Ceylon, Minn., is in operation. The Northwestern road will build a spur track to the elevator soon.

The Wells Flour Milling Co., of Wells, Minn., has installed electric motors in its elevators to replace gasoline engines. The power will be furnished by the big dynamo in the mill.

A farmers' elevator company has been formed at Rushford, Minn. The following officers have been elected: L. L. Humble, president; Owen Mohan, vice-president; Gerhard Byholt, secretary; M. A. Maland, treasurer. The company expects to be ready to receive grain by May 1.

The Independent Elevator Co. of Minneapolis has sold its line of country elevators to J. R. Marfield, president of the Brooks-Griffith Co., also of Minneapolis. The houses have a capacity of 600,000 bushels. Sixteen are located on the line of the Great Northern and five on the Northern Pacific railways. W. J. Bettingen was at the head of the Independent Elevator Co., but has lately identified himself with the grain trade in the Canadian Northwest to such an extent that it was impossible for him to look after his holding in former properties. The Brooks-Griffith Co. is not inter-

ested in this transaction. It is said that a new company with Mr. Marfield as president will be organized to take over the properties.

Hubbard & Palmer have commenced work on a new elevator at Winnebago City, Minn. The house will have a capacity of 50,000 bushels, or about twice that of the one destroyed by fire.

At a recent meeting of the Alexandria (Minn.) Business Men's Association the question of keeping the farmers' elevator at that place in operation was considered. It was decided to keep the house open.

The Iowa Grain Co. has bought the warehouse and machinery at Kenyon, Minn., formerly owned by the St. Paul and Kansas City Grain Co. C. T. Sidwell, from Eagle Grove, Iowa, is manager for the new company.

The Dibble Grain and Elevator Co. of Minneapolis has filed articles of incorporation. The capital stock is \$50,000, and the incorporators are Eugene D. Dibble, president and treasurer; E. H. Dibble, vice-president; Charles R. Tubbs, secretary.

The organization of a farmers' elevator at Kanaranzi, Minn., has been completed and it is proposed to build a 20,000-bushel house. The officers of the company are: A. Rathjen, president; C. Meyer, vice-president; Emil Wiese, secretary, and George Conrad, treasurer.

The Century Elevator Co. of New Prague, Minn., has been incorporated to do a general elevator and grain business. The capital stock is \$200,000 and the incorporators are F. A. Bean, Sr., New Prague; F. A. Bean, Jr., New Prague; W. L. Harvey, New Prague; W. S. Turner, Blue Earth; C. F. Pride, Ames, Iowa.

The Pioneer Steel Elevator Company, which has a site on Rice's Point, Duluth, has acquired additional property from the Northern Pacific road for a consideration of \$4,108.33. The elevator company, which is controlled by Van Dusen, Harrington & Co., of Duluth and Minneapolis, is planning to build a steel elevator on its property at Duluth, and the purchase of the additional tract was for the purpose of securing land to the Northern Pacific tracks. Over the land thus acquired the elevator tracks into the building will be constructed. As near as can be ascertained, the company does not contemplate immediate construction of its new plant. The same is said to be true of the new elevator project of John McCarthy and his associates.

SOUTHERN AND SOUTHWESTERN.

A. D. Smith is reported to have discontinued his grain business at Nashville, Tenn.

A 50,000-bushel elevator will be built in connection with the mill which the Cooley Milling Co. will erect at Boston, Va.

The Western Grain and Live Stock Co., of Binger, Okla., has been granted a territorial charter. The capital stock is 50,000 and the incorporators are G. W. Wheeler and A. E. and W. A. Newell.

At a meeting of the Farmers' Coöperative Association of Kay County, Okla., held at Blackwell, Okla., recently, it was announced that steps would be taken to organize local unions for the purpose of building an elevator at every railway station in the county.

The 1,000,000-bushel Sunset Elevator, at Galveston, Texas, which is controlled by the J. Rosenbaum Grain Co. of Chicago, has been put in operation. The British steamship Inchdune recently loaded out 80,000 bushels of grain for Hamburg. This house increases the elevator capacity at Galveston from 2,750,000 bushels to 3,750,000 bushels.

A territorial charter has been granted the Choctaw Mill and Elevator Co., of El Reno, Okla. The capital stock is 100,000. The purpose is to own, construct and control a line of flouring mills and elevators throughout Oklahoma and adjoining states. The incorporators are Stephen J. Spain, August R. Frank, Fred Uhler, Henry Stemper of Chicago, together with Oklahoma capitalists.

MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator will be built at Shickley, Neb.

The Belleville Elevator Co., of Belleville, Kans., has sold out.

A farmers' elevator association has been formed at Waco, Neb.

It is said that a new elevator may be built at Hubbard, Neb.

Reported that a new elevator is being built at McLouth, Kans.

A farmers' elevator company has been organized at Liberty, Neb.

James Cunningham has leased the Dawson Elevator at Hardin, Mo.

J. E. Benscoter has sold his grain business at Nevada, Mo., to A. Sullivan of Eldorado Springs, Mo.

The Pontiac Grain and Investment Co., of St. Louis, Mo., has been incorporated with a capital stock of \$20,000 to deal in grain, cotton, etc. The stockholders are Charles H. Cluff, William H. Al-

cock, Charles A. Powers, A. D. Lorimer and Percy R. Lemman.

The scheme to build a farmers' elevator at Monroe, Neb., has been revived.

Herman Wessells has succeeded Miller & Co., grain dealers, of Hanover, Kans.

John Grobb has bought out the Deepwater Elevator Co., of Deepwater, Mo.

J. Butler has completed an elevator, 56x80 feet, on his farm near Iola, Kans.

An elevator is being built adjoining the Wesley Best Mill at Columbus, Kans.

E. G. Stevenson is reported to have sold his grain business at Garnett, Kans.

Tathwell & Foutz have succeeded J. D. Tathwell in the grain trade, at Passiac, Mo.

L. B. Mitchem has succeeded Wm. Poynter in the grain business at Schell City, Mo.

Brooks & Smiley are reported to have sold their grain business at Frankfort, Kans.

The Ferry Co. and Victor Silber will both erect grain warehouses at Hermann, Mo.

Horstman & Frerking will make repairs in their grain elevator at Almo, Mo., this spring.

M. B. Sherwood is reported to have sold his grain and implement business at Brashear, Mo.

The Nye-Schneider-Fowler Grain Co. is building an addition to Elevator A at Fremont, Neb.

The Farmers' Coöperative Grain and Live Stock Association has been organized at Sutton, Neb.

A farmers' elevator company has been organized at Eldorado, Neb., with a capital stock of \$5,000.

More grain is being received at Troy, Mo., than the elevators can handle owing to the lack of cars.

Farmers in the vicinity of Schroyer, Kans., have organized with a view to building a \$3,500 elevator.

The Farmers' Elevator and Live Stock Co. is said to be arranging to build an elevator at Tekamah, Neb.

The Roseland Grain and Supply Co., of Roseland, Neb., is building an additional storage bin at that place.

The Farmers' Grain and Shipping Co. has been organized at Minden, Neb. The capital stock is \$10,000.

The capacity of the Farmers' Elevator at Prosser, Neb., will be increased from 15,000 bushels to 50,000 bushels.

The Omaha Elevator Co. of Omaha, Neb., will install a Hall Distributor in their elevator at Humphrey, Neb.

The Farmers' Coöperative Live Stock and Grain Co. of Saronville, Neb., has been formed with a capital stock of \$5,000.

The North Bend Grain Co., of North Bend, Neb., has bought out the business of an implement concern at that place.

A branch of the State Farmers' Coöperative Grain and Live Stock Association has been formed at Clay Center, Neb.

Committees have been named to solicit stock subscriptions and to secure a site for a farmers' elevator at Talmage, Neb.

A farmers' protective association has been formed at Geneva, Neb., to build grain elevators and sell grain and live stock direct.

Otto F. Peters has bought one of the elevators of the Omaha Elevator Co. at Yutan, Neb. He will do business as the Peters Grain Co.

M. B. Harrison has sold his elevators at Cuba and Agenda, Kans., and has purchased the elevator of Tweedy, Sanford & Train at Belleville, Kans.

The Dexter (Mo.) Milling Co. has contracted for the erection of an elevator near the mill. The new house will have a capacity of 105,000 bushels.

The Nebraska Elevator Co. will put in a lumber yard at Schroyer, Kans. The company had cribbed over 20,000 bushels of corn at that place up to March 1.

The firm of Duncan Bros., which has been conducting an elevator at Roseland, Neb., has been dissolved, Wm. Duncan selling his interest to his brother, John Duncan.

Bayless & Bayless, who are repairing their elevator at Watson, Mo., and installing all modern machinery, will put in an Improved Hall Distributor, with new Ear Corn Attachment.

A farmers' elevator company has been organized at Dorchester, Neb., with a capital stock of \$10,000. The following directors have been elected: W. C. Endicott, Paul Bankson, O. T. Henshue, A. Pischal, S. J. Krider, J. D. Carper and W. Bender.

The Farmers' Grain and Live Stock Association of Kearney, Neb., has been incorporated with a capital stock of \$10,000 to deal in grain, live stock, coal, lumber, etc. The following are directors and officers: Directors—Porter Donnell, John Huston, George Shafter, L. S. Deets, John Lowenstein, A. E. Waldron, Freeman Merriman, W. F. Smith and W.

Chappell. Officers—President, L. S. Deets; vice-president, Freeman Merriman; secretary, George Shaffo; treasurer, C. B. Finch. These officers serve for a year.

A report has been circulated on the Kansas City Board of Trade to the effect that the Chicago, Milwaukee & St. Paul will build a 1,000,000 steel storage tank elevator at Rosedale. It is understood that the Simonds-Shields Grain Co. will operate the house.

The Farmers' Grain and Elevator Co. has been organized at Purdy, Mo., with a capital stock of \$2,500. The following officers and directors have been elected: T. F. Montgomery, president; Wilson Lane, vice-president; Jacob Storck, treasurer; W. A. Thornhill, secretary.

The Farmers' Grain and Elevator Co.'s new elevator at Virginia, Neb., has been completed and turned over to the company. The house has a capacity of 10,000 bushels. The motive power is a 5-horsepower gasoline engine supplied by the Middleton Manufacturing Co.

The York Grain and Live Stock Association, York, Neb., has perfected its organization by the election of the following officers: President, George J. Hulbut; vice-president, James A. Barr; secretary, J. F. Harrison; treasurer, Charles Hill. The association will begin business April 1.

The old Farmers' Elevator at Arlington, Neb., has been purchased by the Nye-Schneider-Fowler Co. and will be consolidated with the company's present elevator, thereby doubling the capacity of the present house. The company has been compelled to secure additional room to accommodate its increased business.

CANADIAN.

The Canadian Elevator Co. has opened a lumber yard at Regina, Man.

J. F. Greenway's elevator at Crystal City, Man., has been completed and opened for business.

The Lauder Farmers' Elevator Co., of Lauder, Man., has applied for a charter. The proposed capital stock is \$20,000.

At a meeting held in Brandon, Man., March 3, steps were taken to form a central grain growers' association for Manitoba.

The report of the Fort William Board of Trade says that 32,500,000 bushels of grain were shipped from that port during 1902.

F. H. Millard of Currie, Minn., is said to be one of the promoters of a company being organized in South Dakota to build a line of elevators in Alberta.

Morton & Pearson will build elevators at Grenella, Plumas, Ogilvie and Katrim, Man., this season. All these towns are on the Canadian Northern.

Dawson & McEwan, grain dealers, of Rosthern, Sask., have secured the flour mill at Wapella, Assa. They will put in new equipment and build a 30,000-bushel elevator.

Plans have been prepared for a system of conveyors, permanent sheds and tracks along the wharves in connection with the new elevator in the Montreai harbor.

C. B. Esdaile, E. S. Jaques, H. D. Metcalfe, Robert Peddie and A. G. Thompson have been appointed examiners of wheat and other grain by the Montreal Board of Trade Council.

The Export Elevator Co., of Winnipeg, has made application for a charter. The capital stock is \$500,000 and the incorporators are H. H. Wells and F. M., G. K., C. H. and N. D. March.

A farmers' elevator company has been organized at Fleming, Man., with the following provisional directors: H. H. Davis, W. A. McCaskell, C. Browning, C. Shillingford, Wallace Vance, D. McCormack, W. A. Flaws.

The British-Canadian Wheat Raising Co., Ltd., has been organized with a capital stock of \$1,000,000 to grow wheat in Assiniboia. Fifty thousand shares are being offered to the public at a par value of \$5 per share.

The Canadian Pacific has been granted permission of the Harbor Commissioners to build a grain conveyor between its two elevators at Montreal. Its purpose will be to connect the company's present elevators with the new one now in course of construction.

Work is progressing on the 500,000-bushel annex to J. C. King & Co.'s grain cleaning elevator at Port Arthur. The Barnett & Record Co. of Minneapolis has the contract and the new structure will be of steel and concrete. When this addition and the new 300,000-bushel elevator of the Canadian Northern are completed the storage capacity at Port Arthur will approximate 7,000,000 bushels.

The Point Edward Elevator Co., of Point Edward, Ont., has been incorporated with a capital stock of \$200,000. The provisional directors are Thomas Long, J. J. Long, Toronto; D. S. Laiser, J. K. Hooper, Chicago; H. E. Mooers, Kingston. The company will build a 500,000-bushel elevator at Point Edward to replace the one destroyed by fire

two years ago. The structure will be completed by August 1, next.

Workmen employed on the Canadian Pacific Elevator at Fort William quit work February 21 owing to a misunderstanding about wages.

It is announced that Messrs. Mackenzie and Mann, who have acquired extensive interests in the Great Northern Railway of Canada, are going to bend their efforts towards the development of the grain export trade at Quebec. It is their intention to enlarge the already extensive elevator plant at the Louise Basin, and it is understood that close traffic arrangements are also to be made with the Leyland Line for summer traffic from Quebec.

CROP REPORTS

The Tennessee wheat crop is promising.

Indications are for a large yield of grain in California this year, especially in the San Joaquin valley.

Heavy snow storms in Kansas the last of February have put the wheat in fine condition and an immense crop is predicted.

Replies to over a thousand inquiries sent out by George H. Phillips of Chicago show the corn cribbed at stations as 10,886,000 bushels and oats in dealers' hands at stations 9,824,100 bushels.

The grain crop of Texas looks better than it has for years. The green bug scare turns out to have been without foundation. In some localities a green louse has been doing some damage, but these were killed by the last freeze.

The Illinois crop report issued March 2 says the growing wheat and rye crops are in fair shape. A considerable amount of corn that was cut and shocked last fall is now soft and moldy, and some losses will ensue. A large stock of corn and oats remains unmarketed on account of scarcity of cars to move the crops.

The following summary of the corn crop of Nebraska is issued by A. H. Bewsher, statistician of the Nebraska Grain Dealers' Association: Acreage, 5,712,736; total yield, 191,753,806 bushels; yield per acre, 33.57 bushels; will grade No. 3 or better, 54 per cent; will grade No. 4, 31 per cent; requirements for home feeding, 44 per cent; carried over from 1901 crop, about 1/2 of 1 per cent, or 362,000 bushels.

The available wheat in the Northwest to September 1, according to Denman F. Johnson of the Minneapolis Chamber of Commerce, totals 94,691,000 bushels, and is distributed as follows: Minneapolis stocks, March 1, 15,364,000 bushels; Duluth stocks, March 1, 5,593,330 bushels; country stocks, March 1, 4,587,000 bushels; independent elevator stocks, March 1, 1,000,000 bushels; wheat in transit, March 1, 1,500,000 bushels; in farmers' hands, 66,644,000 bushels.

The Ohio report dated March 1 places the condition of winter wheat at 94 per cent. Reports from most of the counties indicate that wheat had ample snow protection during the extremely cold weather that occurred in February, and consequently the plants have suffered but little from alternate freezing and thawing. A gain of one point is shown since January 1, this being 32 points higher than wheat condition as reported March 1, 1902. A few correspondents report some damage to wheat by fly and grub.

The February report for Missouri, issued March 2, says, in part: Except in some of the northern counties, where the snow drifted badly, leaving much of the ground bare, and in the extreme southern counties, where the fall was light, winter wheat was well protected by snow during the severe cold weather, but in localities it suffered somewhat from alternate thawing and freezing during the fore part of the month and again during the last week. Except in a few counties, however, the crop is generally reported in fair to good condition.

In reply to an inquiry by the Commercial West, one correspondent says that although the corn crop of Nebraska was about 225,000,000 bushels, it is doubtful if any of the crop will grade contract owing to the wet season and early frost. Another Nebraska correspondent says there is no contract corn in the state, but if it is picked over in the crib there is probably 10 per cent that can be made contract corn. A Missouri correspondent says that at an average of 75 bushels to the acre was raised in that state, and all except shock corn will be contract grade.

The estimates of the correspondents of the Daily Trade Bulletin of the quantity of wheat in farmers' hands on March 1 was about 171,000,000 bushels. Of this amount about 58,500,000 bushels is credited to the Northwest, where probably 35,000,000 bushels will be required for spring seeding and for interior milling during the current four months. Farmers in the winter wheat sections have been selling with

a little more freedom during the past two months, owing to the favorable crop outlook. The estimate one year ago was 186,000,000 bushels, and that of the Department of Agriculture 173,000,000 bushels. The following are the estimated quantities by states:

States—	Bushels.	States—	Bushels.
New York.....	960,000	Texas.....	430,000
Pennsylvania.....	8,490,000	Iowa.....	4,160,000
Maryland.....	1,335,000	Nebraska.....	18,300,000
Virginia.....	470,000	Wisconsin.....	2,660,000
W. Virginia.....	420,000	Minnesota.....	27,500,000
Kentucky.....	525,000	North Dakota.....	18,500,000
Tennessee.....	430,000	South Dakota.....	12,500,000
Ohio.....	10,425,000	Oregon.....	3,500,000
Michigan.....	4,110,000	Washington.....	6,000,000
Indiana.....	6,440,000	California.....	4,500,000
Illinois.....	6,520,000	Other states.....	10,000,000
Missouri.....	12,380,000		
Kansas.....	9,170,000	Total.....	171,185,000
Oklahoma.....	1,160,000		

The March report of the statistician of the department of agriculture shows the amount of wheat remaining in farmers' hands on March 1 to have been 164,000,000 bushels or 24.5 per cent of last year's crop, as compared with 23.2 per cent of the crop of 1901 on hand on March 1, 1902, and 24.5 per cent of the crop of 1900 on hand on March 1, 1901. The corn in farmers' hands is estimated at about 1,050,000,000 bushels, or 41.6 per cent of last year's crop, against 29.2 per cent of the crop of 1901 on hand on March 1, 1902, and 36.9 per cent of the crop of 1900 on hand on March 1, 1901. Of oats there are reported to be about 365,000,000 bushels, or 36.9 per cent of last year's crop, still in farmers' hands, as compared with 30.6 per cent of the crop of 1901 on hand March 1, 1902, and 36.2 per cent of the crop of 1900 on hand on March 1, 1901. The following table shows the percentages of last year's crops of wheat, corn, and oats in farmers' hands on March 1 for each of the principal grain producing states:

States.	Wheat, pct.	Corn, pct.	Oats, pct.
New York.....	27.0	29.0	47.0
Pennsylvania.....	38.0	41.0	43.0
Texas.....	11.0	12.0	12.0
Ohio.....	31.0	40.0	35.0
Michigan.....	26.0	29.0	36.0
Indiana.....	24.0	23.0	30.0
Illinois.....	21.0	46.0	36.0
Wisconsin.....	37.0	30.0	42.0
Minnesota.....	29.0	30.0	39.0
Iowa.....	28.0	36.0	35.0
Missouri.....	26.0	52.0	41.0
Kansas.....	23.0	42.0	40.0
Nebraska.....	34.0	51.0	40.0
South Dakota.....	27.0	24.0	45.0
North Dakota.....	18.0	23.0	49.0
California.....	7.0	11.0	10.0
United States.....	24.5	41.6	26.9

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

L. B. Hicks, Minneapolis, Minn.
R. S. Culbertson, Atchison, Kan.
W. P. Northway, Minneapolis, Minn.
P. H. Foos, president The Foos Mfg. Co., Springfield, O.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
D. H. Stuhr of American Grain Purifier Construction Co., Davenport, Iowa.
F. D. Wolf from, San Francisco, Cal., representing the Huntley Mfg. Co., Silver Creek, N. Y.

The annual reports of the Chief Inspector of Grain and of the State Weighmasters and Warehouse Registrar of Minnesota have been issued in a pamphlet and received at this office. The facts contained in these reports have been published in abstract heretofore.

The Bloomington Pantagraph gives the following "rule of thumb" method of corn analysis for oil and protein as practiced by the corn students at the Experiment Station at Urbana, Ill. The students cut the kernels with a knife to discover the difference between high oil and low oil corn, high protein and low protein corn. The differences were quite plain and marked, as seen by the simple physical examination. Cutting across the germ, the very large germ means high oil content, the small germ low oil. When the horny, amber colored, clearer part of the kernel predominates, the kernel contains high protein. The high starch shows in the excess of white matter. To test the accuracy of these tests they had samples of corn that had previously been tested and were known to be respectively high and low oil, high and low protein. For the ordinary farmer and seedsmen this method of selecting seed by physical analysis is a great thing. The trouble and great cost of chemical analysis almost prohibits its use except in a few exceptional cases. It now seems certain that the physical examination of the kernels with a pocket knife answers the same purposes with almost the certainty of the chemical analysis.

TRANSPORTATION

The Pennsylvania system has raised its embargo on grain shipments.

The Cboclaw, Oklahoma and Gulf Railway has commenced work on a line from Milburn, I. T., to Dallas, Texas.

Some of the new 80,000-pound grain cars of the Northwestern road are being delivered to country elevators in Nebraska.

What are said to be reliable advices from Mackinaw indicate that the Straits will be open about April 1. This means an early opening of lake navigation.

The Chicago and Northwestern car shops at Chicago have recently turned out several hundred 80,000-pound grain cars which have been sent west to relieve the car famine in certain sections.

W. F. McLaughlin, the Peavey Grain Co.'s agent at Marysville, Kans., was in Omaha recently and is quoted as saying that the grain situation in Kansas is in relative chaos because of the lack of cars.

The Russell Grain and Tramway Co. of Portland, Ore., has been incorporated with a capital stock of \$15,000 to construct and operate a grain tramway. The directors are E. H. Waters, Nicholas Treisch, N. B. Schlader and others.

The 50-cent rate on corn was applied by the Southern Pacific, in conjunction with the Union Pacific on all routes between California terminals and intermediate points on February 20. There has been a shortage of corn in the state.

The Virden (Man.) Grain Growers' Association has petitioned the government to proceed to develop the system of government railroads by extending the Intercolonial Railway from Montreal to the west and eventually to the Pacific Coast.

Lake vessels are asking 2½ cents per bushel on wheat from Fort William to Georgian Bay ports and the rail freight thence to Montreal is 5 cents, making the through rate 7½ cents. However, boats have been offered all winter at 7¼ cents all water.

The contract for building the Texas & Oklahoma railroad has been let. This will be a branch of the Missouri, Kansas & Texas, extending from Oklahoma City to Coalgate, a distance of 120 miles. The contract stipulates that the line shall be in operation by the last of August.

Receipts of grain at Duluth for spring shipment by water are said to be heavy. Large quantities of oats have been received and wheat and flax receipts will be large this month and next. It is probable that by the opening of navigation there will be 13,000,000 bushels of all grain there.

Corn shipments from the port of Boston have been heavy of late. The steamship Pinemore, which inaugurated the new service between Boston and Antwerp, carried 170,000 bushels of corn, the largest shipment of corn from that port for months. The new service, which will be known as the Red Star Line, is a branch of the combine which recently opened up the new line of steamers between Boston and Manchester.

The Illinois Central railroad has notified its agents not to accept or bill any grain for points beyond Chicago, and to bill it at the local rates. It also announces that it will take reconsigning orders for grain only on roads which will take the grain, transfer it, and return the empty cars. Where grain can go through it will correct the billing and give it the through rate from the point of shipment to its Eastern destination.

East bound roads are in better shape for handling freight than for some time and on some of the lines conditions are nearly normal. The high tariff on grain and grain products has resulted in much of the export grain that would ordinarily go through eastern ports being sent via the gulf. Western roads are not having so much trouble on account of the car shortage as at this time last month, but grain freights still show a falling off.

Owner of coal carrying canal boats on the Chesapeake and Ohio canal have formed a combination. This does not include the boats used in the grain carrying trade and the owners of the grain boats at Seneca, Point of Rocks, Dickerson's, Catocin and other points on the canal are busily employed putting their boats in order and preparing for the transportation of grain when the canal opens for navigation about the middle of this month.

The interstate commerce commission has decided the case involving the rates and practices of the Mobile and Ohio Railroad Co. in the shipment of grain to Vicksburg, Miss., from or through St. Louis and East St. Louis. It is held that a published tariff regulation permitting grain to be shipped through from point of origin to final destination, with a stop privilege in East St. Louis for cleaning, sacking and other legitimate purposes, the shipment covering a proportional or balance of a through rate from

East St. Louis, is not shown to be objectionable in this case. The shipment, however, of grain to East St. Louis on a local rate, and forwarding from there as a new shipment on a 12-cent proportional rate to Vicksburg and common points, is objected to by the commission as it disregards the higher 15-cent local rate from East St. Louis to those destinations.

The steamers Hutchinson and Mack have been placed at Chicago for oats to Buffalo at 1½ cents. Although not half the winter fleet has been chartered, the vessels, which have been loaded with oats have been treated in a peculiar manner on account of the freight blockade. The boats are sent to the elevators and held there. When the shippers can get cars to take grain it is shipped by rail, but when no cars are to be had the grain goes on board the vessel.

The Erie and Western Transportation Co. has made the following appointments: E. T. Evans, vice-president; address, Atlantic Dock, Buffalo, N. Y. John E. Payne, vice-president; address, 26 South Fifteenth street, Philadelphia, Pa. James C. Evans, western manager, in place of E. T. Evans, appointed vice-president; address, Atlantic dock, Buffalo, N. Y. Walter Thayer, eastern manager, in place of John E. Payne, appointed vice-president; address, 26 South Fifteenth street, Philadelphia, Pa.

The following resolution, recently adopted by the grain section of Toronto Board of Trade, was forwarded to the Canadian Pacific and Grand Trunk railways: "That as it is unlikely during the balance of the crop year that there will be either rye or peas to go forward for shipment from the seaboard via New York or Boston, the traffic and transportation committee respectfully request the Trunk Association that they substitute No. 3 extra barley, and No. 2 mixed wheat for No. 2 rye and No. 2 peas, on list of Canadian grain for which storage is provided at those ports."

The Texas Midland Railroad has announced that effective February 22, groups 3 rates will apply for all interstate points located on or accessible via the 'Frisco line, to following territory: Houston and Texas Central stations east of Midlothian to but not including Dallas, via Ennis; Texas and New Orleans stations, east of Dallas, to Kaufman; Texas Midland stations, south of Terrell, to Ennis. This is said to involve a reduction of 2½ cents per 100 pounds on corn, other grain and productions in proportion. It is said that other interstate initial lines will join in the reduction.

Another wheat carrying railway to assist in marketing the grain of the Canadian Northwest is being promoted and application for a charter will be made at the next session of Parliament. The line as proposed will run from Winnipeg to Seven Islands Bay, on the north shore of the Gulf of St. Lawrence. The route chosen, it is claimed, will be the shortest possible from Winnipeg to the coast, being only 1,400 miles in length. The company will offer to carry grain from Winnipeg to Seven Islands as cheaply as it is now carried by American lines from Minneapolis to the seaboard.

The Texas railroad commission has issued the following circular amending commodity tariff No. 2A: "In approval of application No. 783 of the Missouri, Kansas and Texas Railway company of Texas, it is hereby ordered that commodity tariff No. 2A, issued by this commission to apply on grain, grain products, seeds, hay, straw, etc., transported by railroads between points in Texas, and effective March 10, 1899, be amended by adding to section 5 thereof the following item: 45. Missouri, Kansas and Texas railway of Texas—Shipments of rough and seed rice in carloads, transported between stations on the Missouri, Kansas and Texas railway of Texas, shall be subject to the rates and minimum weights applicable on grain in carloads, except that the rate on rough rice to Galveston shall be made by adding 2 cents per 100 pounds to the rate to Houston. This order shall take effect February 4, 1903, canceling circular No. 1736, issued January 2, 1903."

The following communication from the C. P. R. has been addressed to the secretary of the Montreal Board of Trade in relation to Montreal terminals on export grain: Grain, other than oats, on the above a rate of seven-eighths of a cent per bushel (\$1.46 per hundred pounds) will be made, to include elevation and twenty days' storage, or part thereof, but shall be exclusive of any portion of the cost of floating or lighterage. Oats for export.—Oats on which this company's earnings are ten dollars per hundred pounds or over the terminal charge will be two cents per hundred pounds to include elevation, twenty days' storage or part thereof and floating in Montreal harbor. On oats upon which the C. P. R. earnings are less than ten per cent per 100 pounds, the terminal charge will be three cents per hundred pounds, including elevation, twenty days' storage, or part thereof, and floating in Montreal harbor. The foregoing arrangement will include storage on oats for export received into elevators at Montreal on and after March 15 up to May 15, inclusive. Oats which remain in elevator after the expiration of the storage period as above will be subject to an additional charge of one-quarter cent per bushel for each ten

days or part thereof. On oats warehoused March 15 or later and paying terminal charges up to May 15 and additional storage charges after date, if any, will be floated without collection of any additional charges.

Minneapolis mills are being inconvenienced by the order of the C. M. & St. P., issued February 23, prohibiting the use of its cars for the transportation of wheat from the elevators to the mills. While it is possible for the mills to secure wheat enough to keep them running on shipments arriving in the city, still there are times when it is necessary to secure certain grades of wheat which it is desired to grind that can only be had at the elevators and under the embargo issued by the Milwaukee it is impossible to receive this wheat from elevators on their tracks. The reason for the shut-off from elevators to mills is on account of the pressing need for cars out on the line, and the cars can be earning a greater amount of money in making long hauls than they can for switching charges and demurrage, consequently this road has decided to adopt this new method of shutting off such shipments. It is understood that there is one member of the Minneapolis Chamber of Commerce who has figured out a plan for the piping of grain from the different elevators to the mills after the manner in which crude oil is piped in the oil regions.

FLAXSEED

The J. W. Daniels Linseed Oil Co. has started its new linseed oil mill at Minneapolis. The plant has 21 presses.

The linseed mill at Red Wing, Minn., has commenced operations. There are three presses having a daily capacity of 500 bushels of flaxseed.

The By-Products Paper Co., which manufactures paper from flax straw, is building new plants at Finley, Aneta and Cooperstown, N. D., in addition to the mills already in operation at Sheldon, Mayville and Amenia, N. D.

Application has been made for a charter for the Manitoba Linseed Oil and Paint Co., by J. A. Body, G. J. Maulson, William Hespeler, A. F. D. Macgachan and A. McT. Campbell. The company is capitalized at \$400,000 and will manufacture linseed oil, oil cake, paint, etc., with headquarters at Winnipeg.

The present situation in flaxseed is bearish. Indications are that there will be a surplus of 10,000,000 bushels in the world's supply at the end of the season. Argentina has been delayed in shipping by wet weather and India has large stocks and is just beginning to ship. It is said that the leading crusher has made a few sales of oil for future delivery despite a steadily declining market for seed.

According to the Duluth Commercial Record, country elevator stocks of flax are believed not to have decreased very much during February, all the receipts at Minneapolis during the month being farmers' deliveries. It is estimated that the stocks in line and independent houses aggregate 2,000,000 bushels. This is not moved because it is not owned by the elevator companies. This is a new problem to the elevator manager. Some of the lines have as much as 150,000 bushels in store, of which they do not own a bushel. It is understood, of course, that the storage receipts issued by them against this flax permit them delivering at either the interior house or a terminal house, but they all seem backward about shipping it in.

Professor W. M. Hayes of the Minnesota experiment station says that nine years ago the station began experiments to increase the yield and value of flax by devising suitable crop rotations and by breeding. During the past season four varieties of common flax, such as were used as foundation varieties, yielded an average of 11 6-10 bushels per acre. The best four new varieties bred for seed yielded 17 8-10 bushels, while four bred for fiber yielded only 10 5-10 bushels per acre. The four common varieties grew only 23 3-10 inches tall, while the best four fibre varieties grew 35 inches and the best four seed varieties only 23 inches tall. In yield of straw the four parent varieties gave an average of 1.55 tons per acre, the four best fiber varieties 1.76, and the four best seed varieties only 1.42 tons per acre.

Professor H. L. Bolley of the North Dakota Agricultural college, who has been experimenting with flax and flax wilt for some time, and who has discovered a cure for flax wilt, promises to develop a breed of flax that will be so sturdy and strong that it will be immune to flax wilt and grow and flourish on flax sick soil. The United States Department of Agriculture wants Professor Bolley to go to Europe for six months and study flax disease under the direction of the department. Professor Bolley attained prominence some years ago in his successful discovery of a preventive for potato

scab. Later his investigations on the treatment of wheat for smut with formaldehyde attracted so much attention that his articles were sent out by the thousands by grain men and elevator representatives. Since that time he has devoted a great deal of study to flax diseases, and the results are of an intensely practical nature, saving the farmers of the Northwest hundreds of thousands of dollars annually.

The following figures from the Oil, Paint and Drug Reporter showing the surplus of flax to be carried over, are said to substantially correct:

	Bushels.
Crop of 1902 (exclusive of seed).....	27,000,000
In public elevators	4,500,000
Interior elevators	1,500,000
Farmers' hands	2,000,000
Total to come to mills	8,000,000
Balance	19,000,000
Exports	4,000,000
In mills and private stores	15,000,000
Brought forward from 1901 crop	4,500,000
Total mill supplies	19,500,000
Eight months' consumption	11,500,000
Surplus at mills	8,000,000
Yet to reach mills	8,000,000
Total available	16,000,000
Needs remaining four months	6,000,000
Surplus	10,000,000

SEEDS

M. B. Faxon, seedsman of Boston, Mass., has filed a petition in bankruptcy. His liabilities are given at \$6,826.18 and assets at \$1,057.18.

Several hundred sacks of seed wheat were shipped from Spokane, Wash., to Cunningham recently. All was purchased by farmers of that vicinity for spring seeding.

Seed corn is reported to be scarce for the coming season. Last year's corn crop was not sufficiently well matured in some parts of the corn belt to make it available for good seed.

Seven bushels of prize corn at the De Witt (Iowa) Farmers' Institute brought \$38 at auction. The half bushel taking first prize sold for \$6 and the half bushel taking second prize brought \$8.

The County of Sherbrooke Agricultural Association held a meeting at Lansdowne, Ont., recently and decided to hold a seed show on April 15. Prizes will be awarded for the best varieties of seed shown.

Ammi Whitney, of the firm of Kendall & Whitney, dealers in agricultural implements and seeds at Portland, Me., was recently elected trustee for his state by the New England Agricultural Society.

Sweet corn seed is scarce and is hardly to be had at any price. Only about one-fifth of the usual crop matured on account of the unfavorable weather of last year; and it is said the seed may bring \$15 per bushel or better this spring.

The Woodstock Agricultural Society of Woodstock, N. B., assisted by the Dominion and Provincial governments, will hold a seed fair on March 26, 27 and 28. The object of the fair is to encourage the growing of improved seeds among the farmers of the St. John Valley.

The Minister of Agriculture of the Dominion of Canada will make a distribution of seeds of the most productive sorts of grain to Canadian farmers this season. The supply will be from the crops of the Canadian Northwest and but one sample will be allowed for each household.

Prof. P. G. Holden, head of the department of agronomy at the Iowa State College, has sent out a circular on the subject of the selection of seed corn. His purpose is to impress upon farmers the necessity of selecting their seed, as nearly as possible, from home-grown grain, and to use only kernels of uniform size. He also urges a germination trial before planting.

W. H. Coard, of the Dominion Department of Agriculture at Ottawa, Ont., has called attention to the serious adulteration of Alsike seed as sold in the Dominion. He states the Alsike is one of the most impure seeds in the market, twenty-five species of weed seeds being found in twenty-three samples of Alsike obtained from local seed merchants in the Province of Ontario, none of the samples being free from them. False flax and sheep sorrel were very common impurities. One sample contained over 42,000 seeds of false flax per pound. Worm seed, wild mustard, Canada thistle and curled dock seed were also found in samples ob-

tained from various parts of Canada. One sample from Prince Edward Island contained 180,000 seeds of sheep sorrel per pound.

Farmers of Enumclaw, Wash., and vicinity are awaiting promised grass seed from the Secretary of Agriculture to reseed the burned districts. Forest fires destroyed a large tract of the pasture and hay lands in that section last fall, and as dairy farming is the main occupation of the farmers there, that industry is seriously crippled for lack of forage and pasture.

George S. Forest of Miles, Iowa, secretary of the Iowa Corn Growers' Association, has issued a prospectus, setting forth the constitution and by-laws of the association and what it proposes to do. The book is also in the nature of a premium list and gives the prizes which will be offered at the next contest, which is to be held at Ames, Iowa, in January, 1904. The special prizes offered by the Iowa Commission of the Louisiana Purchase Exposition are also given.

The price of garden seeds is said to have advanced to a higher point than at any other time for more than thirty years, on account of the unfavorable weather of last year. The advance is particularly heavy on bulk seeds, such as peas, beans and corn, which have gone up fully 300 per cent. Package seeds have also advanced and the usual five-cent packages will sell at from 10 to 15 cents this spring. Cabbage, tomato, muskmelon, onion and squash seeds are said to have increased fully 100 per cent in catalogue price.

The Iowa experiment station makes the following recommendations in storing seed corn: First—That it is not advisable to harvest immature corn and place it in a warm room, as there is danger that the corn will germinate as a result of the moisture and warmth. Second—That corn intended for seed should be allowed to mature thoroughly on the stalk or in the shock before husking. Third—That the best results are obtained when stored in a dry and thoroughly ventilated place. Fourth—That cold does not injure the vitality of corn when it is thoroughly dried and kept dry; but, on the other hand, if allowed to gather moisture, freezing will reduce the vitality and may destroy it entirely. Fifth—That it is unwise to store seed corn in boxes or barrels, as it will gather moisture. Corn often contains a great deal of moisture, even though it appears to be thoroughly dry. This is especially true during the fall and winter months. The one thing that seems to be the most essential in the storing of seed corn is thorough ventilation.

BARLEY AND MALT

The Dornfield Pneumatic Malting Construction Company of Chicago has been licensed to incorporate with a capital stock of \$50,000.

The office of the American Malting Co. at Plainview, Minn., was broken into by burglars recently. A gun and some stamps were all the property taken.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—	Bushels.	Value.
January, 1902.....	5	\$ 3
January, 1903.....	7,224	3,637
Seven mo. end. January, 1902..	52,212	30,170
Seven mo. end. January, 1903..	56,162	29,995
Exports—		
January, 1902.....	361,151	170,216
January, 1903.....	664,101	385,186
Seven mo. end. January, 1902..	7,311,216	3,258,099
Seven mo. end. January, 1903..	7,612,672	4,190,700

BARLEY AND MALT.

Imports—	Bushels.	Value.
January, 1902.....	45	64
January, 1903.....	200	162
Seven mo. end. January, 1902..	899	786
Seven mo. end. January, 1903..	1,387	1,786
Exports—		
January, 1902.....	36,245	23,835
January, 1903.....	30,260	21,764
Seven mo. end. January, 1902..	205,024	137,318
Seven mo. end. January, 1903..	202,826	147,701

While in 1901 Michigan claimed first place as a field bean producer, the harvest reaching 4,000,000 bushels, in 1902 the production, owing to bad weather, fell off to only about 1,000,000 bushels.

The University of Illinois Agricultural Experiment Station has issued as Bulletin No. 82 a paper entitled "Methods of Corn Breeding," read before the Section on Agriculture and Chemistry of the Association of American Agricultural Colleges and Experiment Stations at Atlanta, Ga., last October and later at Bloomington, Ill. The bulletin is illustrated and ought to have an extensive circulation.

FOREIGN NEWS

Trading in grain for future delivery has been prohibited by law in Austria, on penalty of \$125 to \$1,250 fine and imprisonment of three to thirty days.

English stevedores, or transportation company hands, have discovered a trick of opening grain sacks in transit and abstracting a small quantity of grain from each.

Copenhagen, since having been made a free port, has been increasing its ship tonnage and commerce very rapidly. For handling grain the port has provided storage room for about 370,000 bushels and an elevator for unloading ships expeditiously.

From August 1, 1902, to the middle of January last Manchester, England, imported direct from the United States over 1,600,000 bushels of wheat, against 776,000 bushels same period of previous year. Yet Manchester eats a good deal of flour made of imported wheats ground at Hull and Grimsby.

Antwerp was in 1902 the largest importer of foreign wheat in the world, the total having been 52,000,000 bushels. Liverpool stood second, with 46,400,000 bushels and Rotterdam (Museum ports) third, with 41,520,000 bushels. The other leading ports were, in the order named, Hull, Hamburg, London, Bristol and Gloucester.

In the vast majority of cases, the duties of the new Russian tariff show an increase of 50 per cent on those of the tariff of 1891. The duties on many articles have been doubled, and in some cases more than doubled. This applies especially to manufactured goods, and to a less extent to agricultural products and to gastronomic delicacies. An especially interesting feature of the new tariff is that the duties on goods imported by land are 20 per cent higher than those on the same goods imported by sea.

Agitation of the question of England's food supply in time of war has again broken out in that country, stimulated by the appointment of a committee of titled notables to consider the question. A milling paper says of a meeting of the committee held early in February that "there seems a likelihood of something being done." London Milling says that journal began this agitation about eighteen years ago, but has never been able to see anything done because of "politics." Now the question seems to be up for non-partisan discussion.

Reports on the foreign crop of 1902 say: The Spanish wheat crop of 1902 is estimated at 123,439,950 bushels, a gain of 6,000,000 bushels. Italy's wheat crop is 25,000,000 bushels short of 1901. The official figures of production of the German empire for 1902 as against 1901 follows: Total winter and spring wheat, 143,314,980 bushels, against 91,817,031 bushels; winter spelt, 26,627,455, against 23,820,368; winter and spring rye, 373,768,071, against 321,349,339; spring barley, 142,392,186, against 152,536,886; oats, 514,451,708, against 485,716,061. The Austrian crop for 1902 is 49,680,000 bushels, a gain of about 5,000,000. Hungary's, 170,858,205 bushels, or 48,000,000 gain.

Odessa, in spite of a succession of bad crop years, still retains the first place as a Russian out-port for grain. Although the amounts handled range from 55 to 65 million bushels annually, the appliances for and methods of handling the bulk of grain are of a very primitive character, and for over twenty years there has been no improvement. Only ten or eleven vessels can be loaded simultaneously, while the others wait; and if a number get into port together, the last to get away may have been there a fortnight or, it may be, more, idle. Freights are made to correspond with these facts, of course. The loading charges also are enormous, while the time taken to load does not strike the Russian as anything of importance, and is subject to most aggravating delays and inconveniences.

Now that we are in view of an immense cereal harvest, the local press has taken up the question of the storage capacities of the railway companies at their various stations. Considerable comment has been made on the fact that the Buenos Aires and Rosario and the Central Argentine companies have given notice that in future they intend to charge a small rate for storage of cereals in their sheds and station ground. We fail to see why the companies should be expected to build immense depots for the benefit of the colonists, who do not choose to put up any granaries on their own properties. The dealers in grain frequently use the railway companies' property for storage purposes, for a very considerable period, and it is to do away with what has become an abuse that a charge is to be made in future, and we consider that the companies are perfectly within their rights in making such a charge.—Review of the River Plate, January 17, 1903.

OBITUARY

James Caton, foreman of the B. & O. Elevator in South Chicago, was found lying dead between the elevator and a switch track on February 15. Death is believed to have been caused by Bright's disease, from which he had been a sufferer for some time.

Captain W. H. Goodykoontz, a prominent grain merchant of Kansas City, Mo., died at the home of his daughter at Vinita, I. T., on February 12, aged 67 years. He was on a visit when taken sick. His two sons, Joseph and Walter, are grain merchants and Board of Trade men at Kansas City.

S. B. Sampson, secretary of the Indiana Grain Dealers' Association, has the sympathy of his many friends in his loss of his young son Bradley, who died March 2. The little fellow had been unwell for some time and was a very patient sufferer through all his illness. His burial took place at Muncie, Ind.

Frank Bowman, a grain dealer at Benclaire, S. D., was killed by H. B. Stegald, agent of the Illinois Central railway at that place, February 26. The men had quarreled over a question of demurrage charges on a car and Stegald shot Bowman, killing him instantly. Mr. Bowman leaves a widow and several children.

A. Newton Reed, of North Abington, Mass., died at Pasadena, Cal., on February 12. He had gone to California on account of ill health. Mr. Reed was born in Rockland, Mass., and at the time of his death was 73 years old. He was formerly in the grain business at North Abington and was for many years a member of the Boston Chamber of Commerce. A widow and two children survive.

Samuel B. Cadow, a well-known member of the Board of Trade, died at the Windemere Hotel, Chicago, Ill., February 19, aged 42 years. He was born in Baltimore and came to Chicago early in life. For a time he was with W. P. Harvey & Co. and later with Carrington & Hannah. He was accounted one of the best traders on the Board. His remains were taken to his old home in Maryland for interment.

Daniel S. Mugridge, a former member of the Board of Trade, died at his home in Chicago, Ill., on February 15, aged 69 years. Mr. Mugridge was born in Portsmouth, N. H., and came to Chicago at an early age. He was formerly a director of the Board of Trade and a charter member and first vice-president of the Open Board of Trade. The deceased withdrew from active business about two years ago on account of failing health. He is survived by his widow and one son.

William Hale Lowe, former vice-president of the Chicago Board of Trade and at one time the head of Low Bros. & Co., died at his home, 4756 Kenwood avenue, Chicago, Ill., on February 24, aged 84 years. Mr. Lowe had been a resident of Chicago for forty-five years and in active business for twenty-five years, retiring about twenty years ago. He came to Chicago from New England in 1857. The deceased was born in South Berwick, Me., in 1819. His widow and one daughter survive him.

George S. Jackson, a grain broker of Boston, died on February 16, of heart trouble at his home in Lexington, Mass., after an illness of less than a week. He was formerly associated with Harvey Scudder & Co., grain dealers, and was a member of the Corn Exchange when it was merged with the Boston Chamber of Commerce. He also was formerly a member of the firm of Jackson & Morse, but since 1890 has represented J. A. Edwards & Co. of Chicago and Prichard & McGourkey of New York.

Henry Miller, president of the Miller Elevator Co. and one of the charter members of the Minneapolis Chamber of Commerce, died of pneumonia February 26 at his home in Minneapolis, Minn. He was born in England in 1834 and came to the United States when he was 22 years of age. In 1864 he entered the grain business in LaCrosse, Wis., and the next year removed to Rochester, Minn., where he remained until 1868, when he went to Winona and engaged in the milling and grain business under the firm name of Miller & Ellsworth. He went to Minneapolis about fifteen years ago and engaged in the grain business. He had been in the grain business for over thirty years in the state of Minnesota and assisted in organizing the Chamber of Commerce at Minneapolis.

Capt. Wiley M. Egan, member of the Board of Trade and for many years a business man in Chicago, died of heart disease at his residence on Dearborn avenue, Chicago, Ill., on February 12, aged 76 years. Mr. Egan was born in Ballston, N. Y., in 1827, and came to Chicago in 1836. He was for a time a lake sailor and at the time of his death owned a controlling interest in some of the largest grain carrying freighters on the lakes. Mr. Egan became a member of the Board of Trade

in 1857 and was elected to its presidency in 1867. He was the oldest living ex-president at the time of his decease. He was a prominent republican and a former member of the Illinois General Assembly. A widow, two daughters and one son survive, one son and one daughter having preceded him to the Great Beyond.

"UNCLE BOB" ON ASSOCIATIONS.

Dear George: Yes, join the association. You may learn something by attending a meeting of grain men occasionally, or some of the other fellows may learn something from you. In either case, it is a good idea.

I'll bet that when the traveling man came around and asked you to join, you told him to get your neighbors in first. The old story.

We all imagine that it is the other fellow who needs all the reforming. The other fellow feels the same way about us, and both of us are right.

Mr. Mowry, secretary of the Illinois State Association, once told me that the process of getting some fellows to join was just like weaning a calf. I know you have had your shins barked, your patience tested, your clothes bespattered and your stock of cuss-words exhausted while teaching some fool calf that it is easier to absorb a meal out of a milk-bucket in a modern, rational way, than to make trouble by insisting on methods more natural perhaps, but less practical and economical—so I think that you will see the point. But, don't you imagine that any association is an iron-clad insurance against your own or your competitor's foolishness.

Understand at the beginning that membership in an association don't necessarily mean business success any more than mere membership in a church means salvation. You have to mix good works with good intentions in either case.

Meeting your brother grain men occasionally will simply give you a chance to talk over each other's mistakes. Generally there is plenty to talk about. Talking to a man is a lot better and safer than talking about him, for the talk is naturally more conservative and don't need so much explanation.

Women have no monopoly on the gentle art of gossiping and I've noticed that nearly every rooster is just a bit braver on his own dung-hill than he is outside the barn yard.

You won't attend many conventions before you are convinced that this grain business is a man's not a boy's business—a great, big, broad-gauge affair.

Of course you will meet some little picayunish, two-by-four grain men, who ought to be down here in Van Buren street selling shoe strings or gum. You will meet also the fellow with the high forehead and the limber jaw. I've observed that a bulging forehead may indicate a thick skull instead of a well-developed brain. Coupled with a limber jaw it generally indicates the former. To some men the sound of their own voices is sweet music in their ears, and these generally consume lots of time and language in telling more than they know.

They remind me of the story Abe Lincoln used to tell, about the little steamboat that plied uncertainly on the Sangamon river. It was a fairly serviceable little craft as such crafts go, but it had one serious drawback—it had a two-foot boiler and a four-foot whistle, and every time the whistle blew the engine stopped.

Then there is the peevish little fellow who is always being imposed upon. Pass him up and devote your attention to the fellow on the other side of you, who probably hasn't so many troubles because he minds his own business.

I don't write this in a critical spirit, simply mention these types in a retrospective way. You will run across them, but you will find that they are the exceptions. The great body of country grain men is composed of solid, substantial business men whose opinion is of importance, and whose knowledge has been gained through severe experiences.

The rule of "the survival of the fittest" is very much in evidence in the country grain business, and it is pretty safe to gamble that the survivors are the fittest. So listen to them, and if you have any ideas on the subject, cut loose. I wouldn't have you stingy with ideas or stingy with money.

I suppose that you have observed that some of the Chicago newspapers devoted considerable space to the Grain Dealers' Association last week. The average newspaper editor is more concerned about the startling features of a "story" than he is about its absolute truth, and newspapers, like our political friends, have to "play to the gallery" occasionally. Half a truth is sometimes worse than a lie, and when a reporter gets orders to "play up" a story, he is likely to work his imagination pretty hard in order to fill his column—particularly if the story don't turn out as sensational as expected. However, I guess that you have learned by this time that you will have lots to worry about if you believe all that you see in print.

Credit other people with the same good intentions that you ask to be credited with; for the fellow who is craftily suspicious, and always willing

to impute selfish or wrong motives to others, will, as a rule, bear considerable watching himself.

I am seriously and heartily in favor of the association idea. Reforms in the grain trade can only be brought about by the receivers and country grain men acting in harmony and unison. Such friendly association for the purpose of correcting abuses or inaugurating reforms is right and proper, and should receive the support of every fair-minded man. Mistakes have been made, of course, but the ultimate idea is to work for the best interests of the trade. The grain man's interests are the farmer's interests, and both should work together.

Yours,
—Extract from Nash-Wright Co. Circular, March 7.

UNCLE BOB.

PERSONAL

S. S. Carlisle will again have charge of the elevator at Adrian, Ill.

S. P. Bunn has taken charge of the Farmers' Elevator Co.'s house at Mayville, N. D.

Fred M. Whipple has been appointed manager for J. H. Bigger & Co., at Ogden, Utah.

H. Hendrickson, who was in charge of the elevator at Everdell, Minn., has returned to his home.

Tom Zimmerman, until recently at Odessa, Minn., has taken charge of an elevator at Jordan, Minn.

Henry Pierre has given up his position as manager of the Lena (Wis.) Elevator and gone to Oconto, Wis.

Otis Boyer, formerly of Sharpsburg, has taken charge of S. E. Wainwright's elevator at Lenox, Iowa.

C. C. Placke, formerly of Dubuque, Iowa, has engaged in the grain and cattle business at Farley, Iowa.

J. D. Harker will be manager of the new elevator to be built by the Powers Elevator Co. at Tappan, N. D.

C. H. Layman succeeds C. F. Cooke as grain buyer for the Great Western Elevator Co. at Fertile, Minn.

E. O. Parker has removed from Middleboro, Mass., to Stoughton, Mass., where he is conducting a grain business.

Mr. Walton has succeeded Mr. Craig as buyer for the Dominion Elevator Co. at Strathclair, Manitoba.

F. W. Zimmerle has succeeded Arthur Schoeneck as manager of the Updike Grain Co.'s elevator at Scribner, Neb.

M. K. Craft, a well-known grain dealer, has changed his postoffice address from Kangley, Ill., to Streator, Ill.

John W. Ranford of Kansas City, Kans., has been appointed state grain inspector of Kansas to succeed B. J. Northrup.

Rev. B. L. Bowman of Marble Hill, Mo., is superintending the erection of the Dexter Milling Co.'s new elevator at Dexter, Mo.

Joseph Whyte has disposed of his interests at Biencoe, Iowa, and removed to Lincoln, Neb., where he will engage in the grain business.

R. G. Risser is now manager of the elevator at Hammond, Ind., in which he owns an interest. The elevator has a capacity of half a million bushels.

W. J. Paff has resigned as manager of the N. C. Foster Lumber Co.'s elevator at Fairchild, Wis. W. J. Bowen, who was formerly in charge, succeeds him.

George Benedict, of Gridley, Ill., has resigned his position as rural mail carrier to accept a position with I. G. Holdridge & Co., grain dealers at that place.

Charles McDonald, chief grain inspector, at Baltimore, Md., was in Chicago recently investigating the condition of a lot of contract corn billed to Baltimore.

W. J. Archer of Garrett, Ill., is buyer and manager of the elevator at Attwood, Ill., recently purchased from Hawks & Hilton by a company of local farmers.

A. W. Clark, weighmaster for the Great Northern Elevator Co. at Minneapolis, will succeed C. H. Beltinger, who recently resigned as superintendent of the system.

George Leffler, who has been in charge of the Rogers-Bacon elevator at Pontiac, Ill., has resigned and is said to contemplate locating in Iowa. J. A. Blue succeeds him.

The marriage of Myron E. Turner of Blansford, Mass., and Miss Addie C. Butler was celebrated at Thorndike, Mass., recently. Mr. Turner has purchased a one-half interest in the grain business at

Chester, Mass., at present conducted by Jones & Turner. They will remove to Chester.

J. H. O'Connell has resigned as manager of the Farmers' Elevator at Pine Island, Minn., as a result of a misunderstanding with the board of directors. Albert Weckerline is acting manager.

Mr. Engstrom of Minneapolis, who has been buying wheat at the old Nicolai Elevator, at New Prague, Minn., has retired. The Quirk Milling Company will take charge of the elevator.

Charles H. Bellinger, superintendent of the Great Northern Elevator Co.'s system, at the head of the lakes, has resigned and will go to Wickenburg, Ariz., where he is interested in a gold mining company.

"THE ELKINS BILL."

The following is a copy of Bill, S. 7053, known as "The Elkins Bill," as amended and finally passed in the House of Representatives February 3, 1903, and concurred in by the Senate February 14, 1903.

An Act to further regulate commerce with foreign nations and among the States:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That anything done or omitted to be done by a corporation common carrier, subject to the Act to regulate commerce and the Acts amendatory thereof which, if done or omitted to be done by any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such corporation, would constitute a misdemeanor under said Acts or under this Act shall also be held to be a misdemeanor committed by such corporation, and upon conviction thereof it shall be subject to like penalties as are prescribed in said Acts or by this Act with reference to such persons except as such penalties are herein changed. The willful failure upon the part of any carrier subject to said Acts to file and publish the tariffs or rates and charges as required by said Acts or strictly to observe such tariffs until changed according to law, shall be a misdemeanor, and upon conviction thereof the corporation offending shall be subject to a fine not less than one thousand dollars nor more than twenty thousand dollars for each offense; and it shall be unlawful for any person, persons, or corporation to offer, grant, or give to or solicit, accept, or receive any rebate, concession, or discrimination in respect of the transportation of any property in interstate or foreign commerce by any common carrier subject to said Act to regulate commerce and the Acts amendatory thereto whereby any such property shall by any device whatever be transported at a less rate than that named in the tariffs published and filed by such carrier, as is required by said Act to regulate commerce and the Acts amendatory thereto, or whereby any other advantage is given or discrimination is practiced. Every person or corporation who shall offer, grant, or give or solicit, accept or receive any such rebates, concessions, or discrimination shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than one thousand dollars nor more than twenty thousand dollars. In all convictions occurring after the passage of this Act for offenses under said Acts to regulate commerce, whether committed before or after the passage of this Act, or for offenses under this section, no penalty shall be imposed on the convicted party other than the fine prescribed by law, imprisonment wherever now prescribed as part of the penalty being hereby abolished. Every violation of this section shall be prosecuted in any court of the United States having jurisdiction of crimes within the district in which such violation was committed or through which the transportation may have been conducted; and whenever the offense is begun in one jurisdiction and completed in another it may be dealt with, inquired of, tried, determined, and punished in either jurisdiction in the same manner as if the offense had been actually and wholly committed therein.

In construing and enforcing the provisions of this section the act, omission, or failure of any officer, agent, or other person acting for or employed by any common carrier acting within the scope of his employment shall in every case be also deemed to be the act, omission, or failure of such carrier as well as that of the person. Whenever any carrier files with the Interstate Commerce Commission or publishes a particular rate under the provisions of the Act to regulate commerce or Acts amendatory thereto, or participate in any rates so filed or published, that rate as against such carrier, its officers, or agents in any prosecution begun under this Act shall be conclusively deemed to be the legal rate, and any departure from such rate, or any offer to depart therefrom, shall be deemed to be an offense under this section of this Act.

Sec. 2. That in any proceeding for the enforcement of the provisions of the statutes relating to interstate commerce, whether such proceedings be instituted before the Interstate Commerce Commission or be begun originally in any circuit court of

the United States, it shall be lawful to include as parties, in addition to the carrier, all persons interested in or affected by the rate, regulation, or practice under consideration, and inquiries, investigations, orders, and decrees may be made with reference to and against such additional parties in the same manner, to the same extent, and subject to the same provisions as are or shall be authorized by law with respect to carriers.

Sec. 3. That whenever the Interstate Commerce Commission shall have reasonable ground for belief that any common carrier is engaged in the carriage of passengers or freight traffic between given points at less than the published rates on file, or is committing any discrimination forbidden by law, a petition may be presented, alleging such facts, to the circuit court of the United States sitting in equity having jurisdiction; and when the act complained of is alleged to have been committed or as being committed in part in more than one judicial district or State, it may be dealt with, inquired of, tried, and determined in either such judicial district or State, whereupon it shall be the duty of the court summarily to inquire into the circumstances, upon such notice and in such manner as the court shall direct and without the formal pleadings and proceedings applicable to ordinary suits in equity, and to make such other persons or corporations parties thereto as the court may deem necessary, and upon being satisfied of the truth of the allegations of said petition said court shall enforce an observance of the published tariffs or direct and require a discontinuance of such discrimination by proper orders, writs, and process, which said orders, writs, and process may be enforceable as well against the parties interested in the traffic as against the carrier, subject to the right of appeal as now provided by law. It shall be the duty of the several district attorneys of the United States, whenever the Attorney-General shall direct, either of his own motion or upon the request of the Interstate Commerce Commission, to institute and prosecute such proceedings, and the proceeding provided for by this Act shall not preclude the bringing of suit for the recovery of damages by any party injured, or any other action provided by said Act approved February fourth, eighteen hundred and eighty-seven, entitled An Act to regulate commerce and the Acts amendatory thereof. And in proceedings under this Act and the Acts to regulate commerce the said courts shall have the power to compel the attendance of witnesses, both upon the part of the carrier and the shipper, who shall be required to answer on all subjects relating directly or indirectly to the matter in controversy, and to compel the production of all books and papers, both of the carrier and the shipper, which relate directly or indirectly to such transactions; the claim that such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such person from testifying or such corporation producing its books and papers, but no person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter, or thing concerning which he may testify or produce evidence documentary or otherwise in such proceeding: *Provided*, That the provisions of an Act entitled "An Act to expedite the hearing and determination of suits in equity pending or hereafter brought under the Act of July 2, 1890, entitled 'An Act to protect trade and commerce against unlawful restraints and monopolies,' 'An Act to regulate commerce' approved February 4, 1887, or any other Acts having a like purpose that may be hereafter enacted," approved February —, 1903, shall apply to any case prosecuted under the direction of the Attorney-General in the name of the Interstate Commerce Commission.

Sec. 4. That all Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed, but such repeal shall not affect causes now pending nor rights which have already accrued, but such causes shall be prosecuted to a conclusion and such rights enforced in a manner heretofore provided by law and as modified by the provisions of this Act.

Sec. 5. This Act shall take effect from its passage.

The first ship to sail from Boston on the new through line to Manchester, England, took out 100,000 bushels of grain from the West.

Grain men at Des Moines are again talking of getting a permanent home by uniting with the Commercial Exchange to erect a suitable building to be occupied by both interests.

A corn buyer at Memphis, Mo., has been piling corn on the ground behind his store, owing to inability to ship it, and lack of cribs; while another dealer in the same place has been making cribs out of rail pens.

A broom corn corner is expected to show itself soon. On February 15 the supply was reported as practically all sold and in the hands of a few brokers, with half of the 1902 crop (which was very short) already made up into brooms. During February shippers at Arcola, Ill., hauled brush forty-five miles to find a road that could supply cars.

THE EXCHANGES

Application will be made for a charter for the Kansas City (Kan.) Corn Exchange.

A Chicago Board of Trade membership sold recently at \$3,750 net to the buyer, this year's dues of \$50 being paid.

The Chicago "open board" originally allowed its "trading" session to extend to 2 o'clock p. m., but has recently cut it short at 1:30 p. m., or only 15 minutes after the close of the regular board.

The new quarters of the Wichita (Kan.) Board of Trade have been opened. The membership is growing rapidly and David Heenan of the Nevada Elevator Co., who is secretary, will probably resign as the work is becoming too heavy to handle without neglecting his personal business.

Adam G. Thompson, Norman Wight, W. I. Gear, A. E. Cook, Chas. J. Smith and James Cuttle have been appointed a committee to make changes in the demurrage clause of the rules of the Montreal Corn Exchange governing grain and flour that will be satisfactory to all interests concerned.

The members of the New York Produce Exchange have adopted the rule that any member dealing with a bucket-shop concern shall be at once expelled. The rule was proposed after an exchange member had been arrested in connection with the infallible wheat syndicate case. There were five votes against the measure, but they were cast under a misapprehension.

The new Minneapolis Chamber of Commerce was thrown open for public inspection one day last month in the interest of the Scandinavian famine sufferers, an admission fee of 25 cents being charged. Between 6,000 and 7,000 persons took advantage of the opportunity of inspecting the beautiful structure and at the same time take a peep behind the scenes of the, to the layman, mysterious world on 'Change. The entire building was given over to the sightseers and was packed to its utmost capacity during the entire afternoon.

Secretary Fred Muller of the New Orleans Maritime and Merchants' Exchange, Ltd., has favored this office with a copy of the twenty-third annual report of that body. The report is a 94-page book, with cover, and contains reports of the various officers and committees for 1902, a list of members and the charter, by-laws, and rules and regulations of the exchange, as well as a large amount of other valuable information. The frontispiece shows the new Hibernia Bank and Trust Co. building, the ground floor of which will be occupied by the exchange after October 1, 1903.

The memberships of Murry Nelson and W. V. Baker in the Chicago Board of Trade were posted for transfer February 27. Mr. Baker's has never been an active membership, but was purchased by that gentleman when he left A. O. Slaughter & Co. and went with Lobdell & Co., because Board of Trade rules required him to hold a membership. Mr. Nelson is one of the oldest men in the trade and for the past few years has been shaping his affairs so that he could retire from active business. He has been connected with the elevator branch of the business almost exclusively of late.

The new committee of management of the Montreal Corn Exchange held a meeting recently and elected George A. Thompson vice-president. A number of important matters were taken up, including the establishment of government flour standards, the demurrage clause of rules and regulations governing grain and flour, and the question of securing a uniform bill of lading for grain shipped from Montreal. Hugh Nicol Baird of Crane & Baird was admitted to membership. The Council of the Board of Trade as usual invited nominations for the flour and grain boards of examiners. The old boards were nominated, with the exception of Mr. Carruthers, who being a member of the Council of the Board of Trade, is thereby disqualified to act as an examiner, Mr. Robert Peddie was substituted on the grain board.

The Minneapolis Chamber of Commerce has passed a rule allowing country elevator companies, independent shippers and country millers, who are now members, one-half of the regular rates of commission on all shipments and purchases. It is believed that this rule will be of considerable advantage to non-resident members and will enhance the values of memberships of the chamber of commerce. A number of large shippers and country millers have made application for memberships and such memberships as are available at the present time will be purchased. As a result of this demand the price of memberships has advanced sharply. On February 24 \$4,000 was bid for a certificate and later Charles J. Blythin of the Barber Milling Co. bid \$75,000 for a block of fifteen memberships, or \$5,000 each. Still later a sale was made by L. T. Sowle & Sons to the Brooks-Griffiths Co. at \$3,950.

FIRES--CASUALTIES

One of William Murray's elevators at Savoy, Ill., collapsed recently. The bins were full of corn.

An attempt was made to burn H. C. Arnold's elevator at Bluffton, Ind., March 4. The loss was small.

The storeroom of the C., H. & D. elevator at Toledo, Ohio, was slightly damaged by fire recently.

Fire at Lawler, Iowa, on February 19 destroyed the elevator of Gilchrist & Co. The loss is reported to be \$3,000.

Fire destroyed the elevator of the Western Grain Co., at Winona, Minn., recently. The loss is about \$8,000, fully covered by insurance.

The grain and feed store of Jed. Kelley at Calais, Me., was damaged by fire recently. The loss is estimated at \$1,000; covered by insurance.

A portion of one side of the Rogers, Bacon & Co. elevator at Pontiac, Ill., gave way on February 15, and about 1,000 bushels of shelled corn ran out onto the ground.

The foundation under the addition to Keath & Kearn's elevator at Hallock, Minn., gave way recently and some thousands of bushels of grain were dropped a distance of three feet.

G. H. Siple & Co.'s elevator at Otsego, Mich., caught fire recently from an overheated exhaust pipe on the gasoline engine. The blaze was extinguished before serious damage was done.

Fire at Pine Island, Minn., damaged the Farmers' Elevator recently. The fire was soon extinguished by the prompt arrival of the fire department and the plant was only slightly damaged.

The new elevator of the Rock Grain & Elevator Co. at Pawnee Rock, Kan., was destroyed by fire March 1. The loss is estimated to be at least \$10,000, partly covered by insurance. The origin of the fire is not known.

The Western Grain Co.'s elevator at Staceyville, Iowa, was burned February 18. The elevator contained 12,000 bushels of oats and timothy, which were also destroyed. The loss is about \$8,000; fully covered by insurance.

The St. Anthony & Dakota Elevator at Milton, N. D., was destroyed by fire on February 16. The Minneapolis & Northern Elevator nearby was with difficulty saved from destruction. The loss on the building is \$6,000 and on the contents \$4,000; partly covered by insurance.

Ole P. Johnson, an employe of the Minneapolis & Northern Elevator at Milton, N. D., was killed during the burning of the St. Anthony & Dakota Elevator at that place. He fell from the top of the elevator, where he was watching the fire, into a wheat bin below and was instantly killed. He was about 40 years of age and unmarried.

Fire on February 21 damaged the frame malt house used by Albert Jones at Buffalo, N. Y., as a storehouse for damaged grain. The fire is believed to have originated from spontaneous combustion in one of the grain bins. The house was formerly used by the Fisher Malting Co. The damage is estimated at \$3,000; fully covered by insurance.

Nels. Nelson, a 17-year-old boy, was killed in an elevator at Filley, Neb., March 6. The lad, who was employed about the machinery in the elevator, was caught by a large belt and hurled through the air and thrown to the floor with terrible force. Half of his head was torn away and he was otherwise mangled. The boy is said to have been the only support of a widowed mother.

Richards & McKinstry's elevator at Lahogue, Ill., came near collapsing recently. The pressure of the grain in the bins rendered the south wall unsafe. The wall was braced from the outside and eighteen cars of grain taken out to remove the strain. The cause of the trouble is said to be faulty construction in the placing of the brace beams. The balance of the grain will be removed and the building repaired.

Walter Criss, an employe in W. C. Marsh's elevator at Nemaha, Iowa, was quite badly burned by the explosion of a can of gasoline on February 16. Mr. Criss neglected to remove the can to a safe distance before lighting the gasoline engine and an explosion followed. His clothing caught fire, but was promptly extinguished by Mr. Marsh, who was present, and no doubt saved him from being burned to death.

The S. S. Sprague elevator at East Deerfield, Mass., was burned at 4 o'clock a. m. on February 25. The loss was about \$50,000, with little insurance. The fire started in the central part of the building and is thought to have been of incendiary origin. It is said several unsuccessful attempts to burn the plant had previously been made. There is no fire protection at East Deerfield and nothing could be done to save the building. The plant has not been used for the past five years, as since the death of S. S. Sprague the business at East Deer-

field had been discontinued. It is said the site will be purchased by the Boston & Maine Railway Co. as an addition to their yards. A brick engine house and boiler room are all that remain of the plant, which formerly included a mill, elevator and warehouses. It was built in 1899.

One of the two elevators owned and operated by F. S. Larson at El Paso, Ill., was destroyed by fire at midnight on February 21. The origin of the fire is unknown. The elevator was the oldest in the city and had formerly handled considerable grain, but of late had only been used for storage purposes. Only a small quantity of grain was in the building. There was \$3,000 insurance on the building and \$1,000 on grain. The elevator will not be rebuilt.

The Atlas Grain Co.'s elevator at West Brooklyn, Ill., was burned to the ground on the morning of February 19. The fire is said to have originated in the engine room. The loss is reported at \$10,000, with partial insurance. The elevator building was 50 feet square and valued at \$5,000. It contained 13,000 bushels of corn that had been purchased at 37 cents per bushel. Fire departments from Compton and Sublette came to the aid of the local department and succeeded in checking the fire after several buildings had been destroyed.

The grain elevator and office of Hubbard & Palmer at Winnebago City, Minn., caught fire at 9:30 o'clock a. m. of February 20 and was totally destroyed, together with its contents. The fire is supposed to have started from the stove in the office. The agent was absent from the office when the fire originated and on his return found the building in flames. About 10,000 bushels of grain, mostly wheat, was in the elevator, all of which was destroyed. The loss on building and contents is \$10,000 and is fully covered by insurance. It will be rebuilt.

The elevator owned and operated by the Lawler Grain and Live Stock Association at Lawler, Iowa, was destroyed by fire on the morning of February 21. The fire originated from an explosion of gasoline in the engine room. The engineer, Joe Brannon, was badly burned, his clothing taking fire from the burning gasoline. About 20,000 bushels of oats, 5,000 bushels of timothy seed and 2,000 bushels of flax were in the building and it is said one-half of this grain was destroyed. The loss is estimated at \$13,000, with \$4,850 insurance on grain and seeds, \$2,000 on building and \$600 on fixtures.

COMMISSION

Joseph Rosenbaum, head of the J. Rosenbaum Grain Co., Chicago, left for Europe February 19.

D. C. Aldridge has withdrawn from the grain commission firm of Barry-Aldridge Co., Beaumont, Texas.

William E. McHenry, formerly in the grain commission business at Chicago, has filed a petition in bankruptcy.

Harry Cook, a well-known wheat trader on the Chicago Board of Trade, has been seriously ill with typhoid fever.

Arthur J. Singer and John A. Black have become members of the firm of Harris, Gates & Co., Chicago and New York.

Arthur R. Sawers, who is with the J. Rosenbaum Grain Co. of Chicago, has removed from El Paso, Texas, to Memphis, Tenn.

The American Grain Co. of St. Louis has been incorporated with a capital stock of \$25,000 by E. C. Simms, Frank Wuhrmann and R. C. Swigert.

Frank M. Bunch has withdrawn membership in the Chicago commission firm of Rumsey & Co., but will continue his connection with the house.

Strauss & Joseph of Cleveland, Ohio, on April 1 will discontinue their produce business and devote their entire time to their hay and grain business.

Creditors of George H. Phillips of Chicago have voted to accept a 5 per cent dividend offered by Trustee King. This makes 45 per cent paid by the estate.

Employees of James Bradley of the Nye & Jenks Grain Co., Chicago, presented him with a handsome souvenir February 25, that date being his fiftieth birthday.

Edward G. Heeman, well known on the Chicago Board of Trade, has started in business for himself and is placing his trades through Hatley Bros. Mr. Heeman was with George H. Phillips for two years.

Wm. Young & Co., one of the oldest grain commission firms on the Chicago Board of Trade, ordered its trades closed out March 9. The liabilities are about \$5,000 and the concern expects to resume. Mr. Young started in business by assuming liabilities of \$23,000, due to an earlier failure of his

father, and paid them off. He says the present embarrassment is due to the failure of customers to put up margins as promised.

W. G. McConnell, Jr., of Quebec, and L. A. Tilley, of the Independent Grain Co., Winnipeg, have been nominated for membership in the Corn Exchange Association at Montreal.

W. W. Knight, representative at Moberly, Mo., of Reynolds Bros. of Toledo, Ohio, has gone south for a short trip. The firm will be represented during his absence in that territory.

The Atlantic Grain and Export Co., of Boston, Mass., has incorporated with a capital stock of \$50,000. A. Fred Brown is president and Edward Shattuck, Jr., treasurer.

The Minnesota Flour Mill Co. of Stillwater, Minn., has established an office in Minneapolis to do a grain and brokerage business. Magnus M. Johnson has been placed in charge.

The George A. Adams Grain Co., of Kansas City, Mo., has opened offices at 224 Board of Trade building, Omaha, Neb., under the management of J. E. Von Dorn, vice-president of the company.

Articles of association have been filed by the Miller Grain Co., of St. Louis, Mo. The paid-up capital stock is \$10,000 and the shareholders are C. E. Miller, M. W. Fenerbacher and August Miller.

A new Chicago commission firm, known as Farnum & Seckel, and composed of Henry W. Farnum and John D. Seckel, will commence business April 1. They will have quarters in the Gaff building.

E. O. Boyd & Co. have engaged in the receiving and exporting business at Baltimore, Md., with offices at 41 Chamber of Commerce. Mr. Boyd, head of the new firm, was formerly a member of Leishear, Boyd & Co.

L. B. Wilson of Van Ness & Wilson, Chicago, who has been spending the later winter months in Southern California and the Southwest on a rest and health trip, is expected to return to Chicago the middle of March.

Cary W. Moore has become manager in the New York market of the grain business of the Calumet Grain & Elevator Co. of Chicago. Mr. Moore is an old member of the New York Produce Exchange and of the Chicago Board of Trade.

Karrick, Gray & Williams of Chicago transferred their trades to the Peavey Grain Co. February 10. The latter firm is authority for the statement that Karrick, Gray & Williams have not failed, but are doing and will continue to do business.

Thomas Leishear & Co. is the style of the firm that has succeeded Leishear, Boyd & Co., grain receivers and exporters, of Baltimore. The new house is composed of Thomas Leishear and Wm. Rodgers, and has offices at 44 Chamber of Commerce.

Theodore Knight has withdrawn from the grain and commission firm of H. E. Botsford & Co., Detroit, and the business will be carried on by H. E. Botsford. The firm has recently moved into more commodious quarters at 928-9 Chamber of Commerce.

Ulric King of the Chicago Board of Trade is said to be making an effort to organize a Board of Trade protective association for the purpose of collecting debts from delinquent customers and providing members with the names of all parties who have defaulted to members.

The Buffalo Grain Co. has been organized at Buffalo, N. Y., with a capital stock of \$25,000. The incorporators are Hiram C. Harrison of Buffalo and James M. Jenks and James G. Martin of Chicago. The new concern will represent the Nye & Jenks Grain Co. and the Northern Grain Co. of Chicago.

T. M. Baxter & Co. of the Chicago Board of Trade, failed to pay their clearance house debit March 2 and their open trades were closed out. Mr. Baxter later effected a settlement with all his creditors, paying 25 per cent of the claims in cash and giving notes for one year, eighteen months and two years to cover the balance. The liabilities did not exceed \$5,000. Mr. Baxter has been in business since 1877.

The Brinson-Judd Grain Co., of St. Louis, Mo., went into liquidation March 1 and has been succeeded by a new corporation under the style of the Brinson-Waggoner Grain Co. The officers of the new company are E. L. Waggoner, president; H. L. Brinson, vice-president; Albert Cox, secretary; B. L. Slack, treasurer. The succeeding company will continue the business of the old house and has retained the latter's employees.

P. B. and Charles A. Weare of the Weare Commission Co. have been suspended by the directors of the Chicago Board of Trade as a result of the McNeil-Weare case. The former has been denied the privileges of the board for two years and the latter for one year. Application for clearing-house privileges was made by Ely Weare of the Chicago Terminal Elevator Company. It is expected the business of the Weare Commission Company will be taken over by him. The business has been carried on temporarily by J. J. Bryant & Co.

HAY AND STRAW

The Richards Hay & Grain Co. at Richards, Mo., has been dissolved.

Fox Bros. have purchased John H. C. Dahl's hay and feed business at Blaine, Wash.

Quintal & Lynch, hay, flour and grain dealers of Montreal, Canada, have been registered.

Five hundred dollars was the amount paid for sixty tons of hay at Rice Lake, Wis., recently.

F. W. Zipe of Jackson, Mich., will build a hay warehouse on the Lake Shore and Toledo Terminal belt at Toledo, Ohio.

J. B. Stevens & Co. have purchased the retail business of the Bartlett-Foote Co., wholesale and retail hay, feed, etc., at Tacoma, Wash.

W. A. Bunting & Co. is the title of a new hay, grain and feed firm at Kalamazoo, Mich. They will do both a wholesale and retail business.

The Detroit Hay Co. has been formed by C. E. Bruce and W. N. Johnson. They have opened offices at 626 Hammond building, Detroit, Mich.

No. 1 hay is selling at from \$7 to \$10 per ton in southern Michigan and dealers are demanding cars from the railway companies to make shipments.

C. H. Squier of Philadelphia, Pa., has opened a branch hay and straw distributing house at Jersey City, N. J. H. A. Wheeler of Jersey City is in charge.

There is said to be a shortage of hay at and in the vicinity of Monterey, Va. The short hay crop of last season was bought largely by overstocked cattle men.

Culver Ferguson has succeeded Anson Ferguson as president and treasurer of the Brooklyn (N. Y.) Hay & Grain Co. E. Vreeland is secretary of the company.

Eighty tons of baled hay have been shipped from Kansas City, Mo., to Marshalltown, Iowa, within the past few weeks. All of it was wild prairie hay and brought \$11.50 per ton.

C. W. Northern and W. D. Elliott have formed a partnership to conduct a hay and feed business at Norfolk, Va. Mr. Elliott has been a hay and feed merchant for a number of years.

The Montreal Board of Trade Council appointed the following Board of Hay Examiners for the year: Messrs. John Crowe, C. B. Esdaile, Joseph Quintal, Joseph Robillard and Jas. B. Scott.

Advices from Montreal, Canada, state that country dealers and farmers who have sold their hay to New York and other American firms find it impossible to obtain cars to make their deliveries.

Slingerland & Co. have incorporated at Coeymans, N. Y., with a capital stock of \$25,000. The directors are Henry, Harry R. and F. A. Slingerland. The concern will deal in hay, straw, grain, flour and feed.

Flax straw is said to be used quite extensively as steam fuel at Bottineau, N. D. The laundry, mill and electric light plant are reported to use it for fuel exclusively. They pay \$1 per ton loose or \$1.75 baled.

A company composed of Louis Wannemacher, Fred Weis and George M. Fleishmann has been incorporated at New York City under the name of Wannemacher & Weis Co., with a capital stock of \$10,000. They will deal in hay, grain and feed.

Arthur L. Clum has severed his connection with the Brooklyn Hay & Grain Co. of Brooklyn, N. Y., of which he has been manager since its organization in 1891. He has opened an office at 536 West Twenty-fourth street, New York city, on his own account.

Kansas City hay dealers complain that it has been impossible to make hay shipments on time to satisfy customers. The conditions for Texas and the Southeast were the worst on account of the railroads refusing to let their cars go beyond their own lines.

Raymond P. Zipe, commission merchant in hay and grain, at Toledo, Ohio, is enlarging his two hay warehouses at West Toledo, adding 150 feet to the length of each, giving each a capacity of 125 cars of hay. He will also build a new hay warehouse on the Lake Shore and Toledo Terminal belt 60x500 feet for unloading, transferring and inspection of hay.

T. D. Randall & Co., Chicago, Ill., in their report of March 9, say: Arrivals of hay during the week have increased a little. This is especially true of timothy. Owing to the light supply we have had for a long time past prices have been well maintained, values being no lower to-day than they were a week ago. Receipts of prairie hay have been materially lighter, stocks have been reduced and prices are a little firmer for the two best grades than they have been. The lower grades are still in liberal supply and moving slowly. The receipts of straw have been

lighter, and strictly choice tangled rye is a shade firmer, while the supply of wheat and oat straw and ordinary rye is ample and prices easier, if anything.

Heavy shipments of bay are coming in to Pierre, S. D. Although a good crop was raised in that part of South Dakota last year, the heavy snow covering the range makes a larger supply necessary to carry the cattle through the winter. The prices at Pierre are said to be from \$11 to \$15 per ton.

The Willey-Gibson Co. has been incorporated at Portland, Me., to deal in hay and grain. The authorized capital stock is \$100,000. The incorporators are A. J. Gibson, Jr., Chelsea, Mass.; H. Willey, Somerville, Mass.; F. E. Norton and A. I. Cushing, Boston; E. W. Hunt, Portland. Eugene W. Hunt is president and F. E. Norton treasurer.

American feed buyers are making heavy purchases of hay in the Province of Quebec. The Canadian Pacific Railway is now utilizing over 1,000 cars daily in this business within a radius of 100 miles of Montreal. They turn over this freight to the New York Central. The terminals of the latter company are said to be badly congested.

A 300-foot receiving shed on the Barry Docks at the foot of Illinois street, Chicago, containing a large quantity of hay, caught fire at midnight on February 5. The fire is supposed to have been caused by a match thrown away by the teamsters hauling the stuff, as the fire had been smoldering for hours when discovered. The fire was extinguished by the city fire department after causing a loss of about \$5,000.

H. H. Freeman & Co., Chicago, Ill., report March 10: Timothy market is now in a very firm condition. Receipts to-day were light, with a firm active demand for all good grades. There is no surplus and for several days the arrivals have been much less than the daily consumption. The Timothy received here has, for the past three months, arrived mainly from Wisconsin. In that locality the roads are beginning to break up. The stocks of hay close by the stations are small and will soon be shipped out and that from the interior will only move with difficulty. We therefore look for continued light receipts and urge you to get your hay to market at the earliest moment. Prairie offerings are small with a good demand for the better grades. No. 1 and choice are much wanted. Nos. 2 and 3 sell slowly, and we encourage you to ship only the best grades (especially where the rate of freight is high). Illinois and Indiana Prairies are quiet with offerings small. With light receipts of Timothy, Prairie will continue to rule steady, and we urge you to make haste and get your hay on the market. There are larger quantities of hay held than ordinarily at this time of the year. This is owing to the scarcity of cars, which has held it back. Straw is doing better. Supply is smaller than we have had for some time and market firm.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending February 14, sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$12.00@13.00; No. 2, \$11.00@11.75; Not Graded, \$9.00@11.50; Choice Prairie, \$11.00@11.50; No. 1, \$10.00@11.00; No. 4, \$7.00; Not Graded, \$9.00@11.00. Rye Straw sold at \$6.00@7.50, Wheat Straw at \$6.00. The receipts for the week were 3,282 tons, against 5,904 tons for the previous week. Shipments for the week were 187 tons, against 297 tons for the previous week.

The arrivals of Timothy Hay were smaller than for some time past and the local demand was rather good. The weights of Prairie Hay were liberal and the demand was light.

During the week ending February 21, sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.00; No. 2, \$10.50@12.50; Not Graded, \$10.00@12.00; Choice Prairie, \$10.50@11.50; No. 1, \$9.50@11.00; No. 2, \$9.50; No. 3, \$8.00; No. 4, \$7.00; Not Graded, \$9.00@11.00. Rye Straw sold at \$7.00@8.00. The receipts of the week were 4,035 tons, against 3,282 tons for the previous week; shipments for the week were 311 tons, against 187 tons for the previous week. The local demand for Timothy Hay was good and the market ruled firm. Prairie Hay continued dull and depressed. Arrivals were large and the demand was light.

During the week ending February 28, sales of Choice Timothy ranged at \$13.50@14.00; No. 1, \$13.00@13.25; No. 2, \$11.00@12.00; Not Graded, \$11.00@13.00; Choice Prairie, \$10.00@11.00; No. 1, \$9.50@11.00; No. 2, \$9.00@9.75; Not Graded, \$8.50@10.50. Rye Straw sold at \$4.00 for damaged and \$6.50@7.50 for good to choice. The receipts for the week were 3,075 tons, against 4,035 tons for the previous week. Shipments for the week were 312 tons, against 311 tons for the previous week. The demand for Timothy Hay was good throughout the week and all consignments sold readily, with arrivals small and market firm. Prairie Hay was in liberal supply and dull.

During the week ending March 7, sales of Choice Timothy ranged at \$13.50@14.00; No. 1, \$12.50@

13.50; No. 2, \$12.00; Not Graded, \$10.50@12.50; Choice Prairie, \$10.50@11.00; No. 1, \$10.00@10.50; No. 2, \$9.00; No. 3, \$9.00; Not Graded, \$7.00@10.50. No sales of Straw were reported. The receipts for the week were 4,520 tons, against 3,075 tons for the previous week. Shipments for the week were 291 tons, against 312 tons for the previous week. The arrivals of Timothy Hay were small during the early part of the week and a firm feeling prevailed. The market closed quiet and demand less urgent. Prairie Hay was quiet throughout the week.

THE M'CUMBER BILL.

Mr. McCumber introduced in the U. S. Senate on January 19, the following bill to provide for the creation of a system of national inspection of grain. It was read twice and referred to the committee on agriculture and forestry:

A bill (S. 7009) to provide for fixing a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye, and other grains, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture shall organize in his Department a bureau of grain inspection, and shall appoint a chief who shall have had at least three years' experience in inspecting, buying, and grading of grain, and whose duty it shall be to report upon the condition of the interstate trade and commerce in grains of the United States, their grading, weighing, and inspection, and also to inquire into and suggest means for the prevention of defects in the present systems of weighing, grading, and inspecting of grain which is an article of interstate commerce, and to collect such information on this subject as shall be valuable to the agricultural and commercial interests of the country; that the chief of said bureau of grain inspection shall receive a salary of two thousand dollars per annum; and the Secretary of Agriculture is hereby authorized to employ a force sufficient for this purpose, not to exceed persons, to be known as grain inspectors, one of which inspectors is to be stationed at each of the leading centers of interstate trade and commerce in grain in the United States, said inspectors to have had at least two years' practical experience in the grading and handling of grain of the quality commonly marketed at the place where his duties are to be performed, which said inspectors shall be subject to the rules of the civil service and receive a salary to be fixed by the Secretary of Agriculture. That the said inspectors are hereby authorized to appoint deputy inspectors having the same qualifications as inspectors, who are to be paid for their services, in a manner to be provided for by the Secretary of Agriculture, from the fees collected for the inspection of grain at the place where the duties of said deputy inspector have been performed.

Sec. 2. That each inspector of grain shall hold his office subject to the rules of civil service, and he shall, before entering upon the duties of his office, take an oath of office, as in the case of other United States officers, and shall execute a bond to the Government of the United States in a sum to be fixed by the Secretary of Agriculture, with good and sufficient sureties, to be approved by the Secretary of Agriculture, conditioned that he will faithfully and impartially discharge the duties of the office of inspector according to the law and the rules and regulations of the Agricultural Department, and that he will pay all damages to any person or persons who may be injured by reason of his neglect to comply with the law or rules and regulations aforesaid. That each deputy inspector appointed as above shall be required to take a like oath and give such bond as may be required by the inspector for the protection of the latter. That each inspector shall have the power to remove any deputy inspector acting under him upon good reasons shown, and said deputy inspector shall act under the immediate control and supervision of the inspector immediately over him.

Sec. 3. That it shall be the duty of said inspectors and their deputies to inspect and grade all grain which at the time of inspecting and grading of the same has been shipped from any other State, Territory, or country than the State, Territory, or country in which the same is inspected, or is intended for shipment into any other State, Territory, or foreign country before the same is unloaded from the car, vessel, or other vehicle in which the same was or is being transported, and to charge and collect from the owner thereof such fees for the inspection of said grain as may be deemed reasonable and fixed by the Secretary of Agriculture: *Provided*, That the inspection of any consignment of grain may be waived as provided for in section eight of this Act.

Sec. 4. That the inspector and all deputy inspectors shall be governed in their inspection duties by such rules and regulations as may be provided by the Secretary of Agriculture, who shall have the power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, and which charges shall be regulated in such manner as will, in the judgment of the Secre-

tary of Agriculture, produce sufficient revenue to meet the necessary expenses of the inspection service and no more. The Secretary of Agriculture shall fix the amount of compensation to be paid to the inspectors and deputy inspectors and prescribe the time and manner of the payment thereof, which compensation shall be paid out of the grain inspection fund herein created on the order of the Secretary of Agriculture.

Sec. 5. That no inspector or deputy inspector of grain shall, during his term of service, be interested, directly or indirectly, in the handling, storing, shipping, purchasing, or selling of grain, nor shall he be in the employment of any person or corporation interested in the handling, storing, shipping, purchasing, or selling of grain.

Sec. 6. That the Secretary of Agriculture be, and he is hereby, authorized and required, as soon as may be after the enactment hereof, to determine and fix, according to such standards as he may prescribe, such classification and grading of wheat, flax, corn, rye, oats, barley, and other grains as in his judgment the usages of trade warrant and permit, having reference to the standard, classification, and grades now recognized by the several chambers of commerce and boards of trade of the United States: *Provided, however*, That the reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing, by the Secretary, the United States standard herein provided for, but he shall not be controlled thereby, but shall determine and fix such standard and such classification and grades as will, in his judgment, best subserve the interests of the public in the conduct of interstate trade and commerce in grain.

Sec. 7. That when such standard is fixed and the classification and grades determined upon, the same shall be made matter of permanent record in the Agricultural Department, and public notice thereof shall be given in such manner as the Secretary shall direct, and thereafter such classification and grades shall be known as the United States standard. All persons interested shall have access to said record at such convenient times and under such reasonable regulations as the Secretary may prescribe, and on the payment of such proper charge as the Secretary may fix a certified copy of the classification and grades shall be supplied to those who may apply for the same.

Sec. 8. That from and after thirty days after such classifications and grades have been determined upon and fixed and duly placed on record as herein provided, such classification and grading shall be taken and held to be the standard in all interstate trade and commerce in grain in all cases where no other standard is agreed upon: *Provided, however*, That in interstate trade or commerce in grain, if the consignor thereof or his authorized agent shall so direct, public inspection, classification, or grading shall not be required nor made when said grain is consigned to the owner thereof or his authorized agent or to a mill or private storehouse; or, for deposit in a special bin, to a public warehouse; or, the purchaser consenting, to a purchaser thereof; or, if consigned to a market where the usages of trade recognize sales of grain by sample, when the consignor shall direct its sale by sample.

Sec. 9. That it shall be the duty of any railroad company, steamship company, or other firm or corporation, or private individual engaged in the transportation of grain destined to any State, Territory, or country other than that in which it is received for inspection, or received from any other State, Territory, or country than that to which it is consigned, to notify the United States grain inspector at the place of destination of any consignment of grain, within twenty-four hours after its arrival, that a shipment, cargo, or load of grain is in its, their, or his hands at the place of destination of said grain, and asking the said inspector to inspect and grade the said grain without unnecessary delay and before the same is unloaded from the car, vessel, or other vehicle in which the same was shipped. That it shall be unlawful for any person herein named to willfully unload or otherwise discharge any load, cargo, or consignment of grain which has been at any time during the period of its transit an article of interstate commerce prior to its inspection. That for each car so willfully unloaded there shall be imposed a fine of not less than fifty nor more than one hundred dollars; that for each cargo so willfully unloaded from any water craft there shall be imposed a fine of not less than five hundred nor more than one thousand dollars; that for the willful unloading or discharging of any other vehicle there shall be imposed a fine of not less than ten nor more than fifty dollars.

Sec. 10. That the Secretary of Agriculture be, and he is hereby, authorized to fix a schedule of fees for the services performed by inspectors in the inspection and grading of grain, which said fees must be reasonable, and to furnish upon demand to any person, firm, company, or corporation so requesting the same a schedule of the fees to be charged as aforesaid. That the Secretary of Agriculture is authorized and empowered to fix the salaries of inspectors and deputy inspectors, and to prescribe rules and regulations for their government.

LATE PATENTS

Issued on February 10, 1903.

Car Door.—Wilson A. Scott and Phillip J. School, Paul, Neb. Filed Jan. 6, 1902. No. 720,289.

Issued on February 17, 1903.

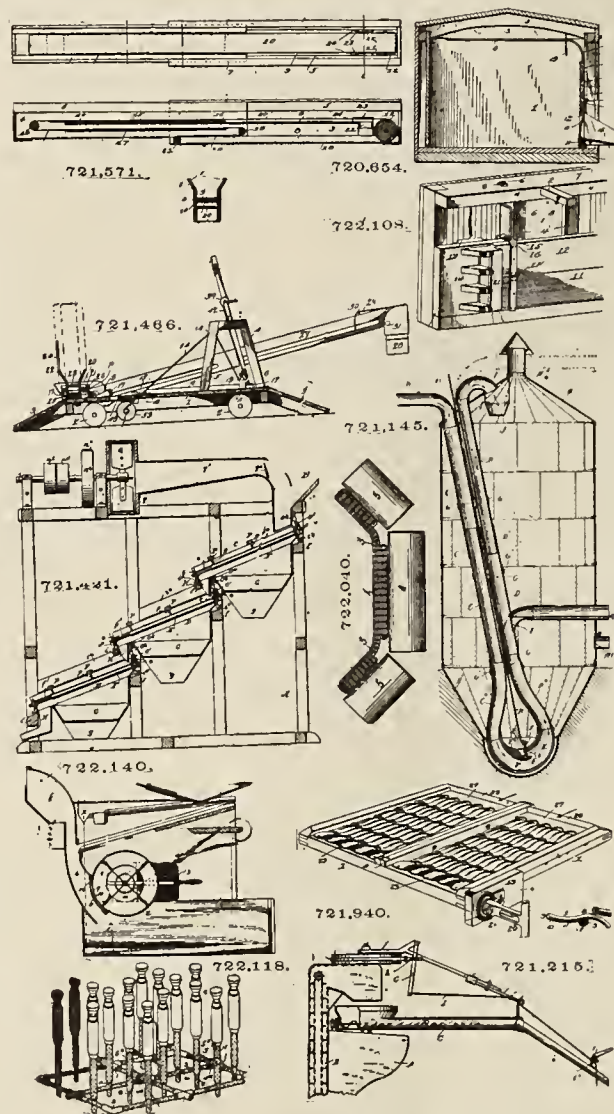
Grain Door for Railroad Cars.—David B. Arnold, Terre Haute, Ind., assignor one-half to Edwin Ellis, same place. Filed Aug. 16, 1902. No. 720,654. See cut.

Issued on February 24, 1903.

Bean Separator.—John W. Carnochan, Silver Creek, N. Y., assignor to Huntley Manufacturing Co., same place. Filed Jan. 6, 1902. No. 721,421. See cut.

Pneumatic Grain Conveyor.—James R. Burgess, Port Huron, Mich. Filed Oct. 13, 1902. No. 721,145. See cut.

Support for Conveyers.—Charles Metzger, Whittemore, Iowa. Filed Sept. 26, 1902. No. 721,215. See cut.



Elevator for Corn Shellers.—George W. Kramer, Peoria, Ill., assignor one-half to Christopher W. Kramer, same place. Filed April 3, 1901. No. 721,571. See cut.

Portable Grain Dump and Elevator.—John Rocke, Meadows, Ill. Filed Oct. 25, 1902. No. 721,466. See cut.

Machine for Scouring Grain, Etc.—John H. Pendleton, Jamesburg, N. J., assignor to the Pendleton-Tapscott Co., New York, N. Y. Filed July 9, 1901. No. 721,649.

Issued on March 3, 1903.

Conveyer Belt.—George C. Plummer, Philadelphia, Pa., assignor to the Main Belting Co., same place. Filed Nov. 24, 1902. No. 722,040. See cut.

Grain Car Door.—James H. A. Huck, Salisbury, Mo. Filed Oct. 31, 1902. No. 722,108. See cut.

Grain Drying Means.—LaFayette W. Liles, Mineral Wells, Texas. Filed Aug. 7, 1902. No. 722,118. See cut.

Grain Separating Screen.—Charles Closz, Webster City, Iowa. Filed March 4, 1902. No. 721,940. See cut.

Weighing and Computing Scale.—Stuart A. Brown, Mount Fair, Va., assignor one-half to John W. Points, Washington, D. C. Filed March 6, 1902. No. 722,173.

Seed Cleaner.—Frank J. Prame, Shiloh, Ohio. Filed Oct. 28, 1901. No. 722,140. See cut.

The glucose works at Rockford, Ill., are now grinding about 17,000 bushels of corn daily.

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY OF IOWA.

The twenty-eighth annual statement of the condition of the Mill Owners' Mutual Fire Insurance Company of Iowa, as made by Secretary J. G. Sharp to the directors, bears date Des Moines, Iowa, January 1, 1903, and is in part as follows:

The business of the company the past year has been as follows:

New business	\$ 1,195,200.00
Cancellations	386,500.00

Net gain	\$ 808,700.00
Leaving insurance in force amounting to	4,390,550.00
And deposit notes amounting to	177,436.40
The losses adjusted and paid during the year have been	\$ 19,250.00

The receipts and disbursements of the company have been as follows:

RECEIPTS.

Assessments	\$87,078.42
Guaranty deposits	21,350.66
Interest and discounts	4,329.26
Commissions	638.43
Total	\$113,396.77

Mortgage loans repaid	10,750.00
Cash in Guaranty Fund Jan. 1, 1902	18,707.24
Cash in General Fund Jan. 1, 1902	1,361.78
Total	20,069.02
Total Receipts	\$144,215.79

DISBURSEMENTS.

Losses	\$31,216.81
Salaries	9,056.22
Directors' expenses	217.00
Executive Committee's expenses	1,161.95
Traveling expenses	2,016.99
Stationery	276.99
Postage	358.96
Office rent	420.00
Office furniture	11.00
Telegraphing	87.56
Commissions	2,025.18
Taxes	817.35
Legal expenses	203.25
Miscellaneous	606.34
Total	\$48,476.10

Guaranty deposits returned	7,916.39
Mortgage loans made	60,300.00
Cash in Guaranty Fund Dec. 31, 1902	24,948.97
Cash in General Fund Dec. 31, 1902	2,574.33
Total	27,523.30
Total Disbursements	\$144,215.79

ASSETS.

Deposit notes subject to assessments	\$177,436.40
Real estate loans, first mortgage	126,172.10
Interest accrued on loans (not due)	2,649.01
Cash in hands Treasurer Dec. 31, 1902	27,523.30
Total Assets	\$333,780.81

LIABILITIES.

Losses unadjusted	\$ 14,750.00
Losses resisted	4,500.00
Total Liabilities	19,250.00

Surplus over all liabilities... \$314,530.81

In comparing the assets of this company with the assets of companies doing business on the five year plan, remember the deposit notes of this company represent the amount of but one annual premium.

MILLERS' NATIONAL INSURANCE COMPANY.

W. L. Barnum, secretary of the Millers' National Insurance Company, under date Chicago, January 1, 1903, makes a report to his company, which is condensed as follows:

In submitting this, my twenty-seventh annual statement, it is a pleasure to me to be able again to congratulate you on the steady growth of your Company, and on its sound financial condition. The success and the constantly increasing prosperity of the company is an "old, old story," but I am confident that it is one you never tire of hearing.

By reference to our annual statement of January 1st, 1902, you will see that—

Our Cash Assets during the past year increased	\$ 121,823.49
Our Net Cash Surplus has increased	50,908.82
Our Deposit Notes have increased	424,199.78
Surplus over all Liabilities increased	475,108.60
Aggregate amount of Admitted Assets increased	546,023.27
And are now	3,380,676.56
While our Total Losses from organization of the company to date, are only ..	3,939,221.28

making this the largest and strongest Insurance Company of its class in this country, if not in the world.

As has been our usual custom, since the organization of this Company, expert accountants have, during the past month, made a thorough examination of this Company and verified in every particular this report of your secretary.

Our total losses in 1902 were \$22,435.40 less than in 1901, while the volume of business done in 1902 increased \$3,698,594.12.

The entire assessments levied during the year have amounted to only nine per cent of the deposit notes in force, being forty-five per cent of our annual basis rate, equal to an annual cash dividend

of fifty-five per cent or less than one-half of the usual annual rate charged by the stock companies. The average annual cost of insurance in the Millers' National for twenty-seven years has been about one-half our basis rate. In only one year has it cost as much as seventy per cent, while in another year it cost only thirty per cent, depending, of course, upon the amount of business done, and the amount of fire losses sustained.

ASSETS.

	Par Val.	Mkt. Val.
Stocks and Bonds	\$562,414.05	\$627,194.82
Loans secured by Trust Deeds on Chicago Real Estate.....		118,000.00
Insurance held as Collateral.....	122,500.00	
Interest accrued on Bonds and Mortgages		11,206.96
Cash on hand, and in Bank.....		81,231.13
Premiums in course of Collection		20,225.35
Total Cash Assets.....		\$857,858.26

LIABILITIES.

Losses Adjusted and Due.....	None.
Losses in Process of Adjustment, including all Reported and Supposed Losses.....	\$ 50,155.56
Re-Insurance Reserve.....	200,404.85
Guarantee Deposits.....	134,431.37
All other Claims against the Company	6,271.53
Total Liabilities.....	\$ 391,263.31
Net Cash Surplus.....	\$ 466,594.95
Deposit Notes subject to Assessment (Net Value).....	2,522,818.30
Surplus over all Liabilities	\$2,989,413.25
Aggregate Amount of Admitted Assets	\$3,380,676.56
Losses paid since Organization..	\$3,939,221.28
Total Risks in Force.....	\$28,919,851.06

A bill is before the Virginia legislature for a law to empower the state corporation commission to fix "reasonable rules as to demurrage and free time, and to impose penalties on the railroads when they fail to move freight promptly and to supply cars within a reasonable time when called upon to do so."

It is now announced from Kankakee, Ill., that the agricultural department has demonstrated that high-grade paper can be profitably manufactured, in different varieties, from different parts of the corn stalk. One kind is made from the hard shell of the stalk, another from the pith and a third from the husk. From the pith is turned out the finest grade of oil paper, almost equal to linen paper, it is claimed by experts at the department.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

WANTED.

You to list your elevators for sale in Indiana, Illinois, Iowa and other states. Have cash buyers.

AARON SMICK, Decatur, Ill.

SEEDS.

American grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, macaroni wheat, and a full line of other seeds. Samples furnished. Write KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kan.

WHAT HE WANTS.

The advertiser wants to place his advertisement before a good class of buyers and before a large class of buyers. This service the "American Elevator and Grain Trade" gives the advertiser. It introduces him to a good class of buyers and to a large class of buyers. Place your advertisement in this department and be convinced.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

No. 2 Little Victor Sheller and Cleaner combined. In first-class shape.

JOHN M. HORNUNG, Greensburg, Ind.

FREIGHT ELEVATOR.

For sale, a good hand power elevator, suitable for 3 or 4 story building.

C. S. BRENT, 128-130 S. Broadway, Lexington, Ky.

SEED CORN.

Reid's Yellow Dent and Boon County white seed corn for sale in carloads or less.

LA ROSE GRAIN CO., La Rose, Ill.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers, as good as new. Price very low for cash.

W. D. JUDD, 506 Chamber of Com., St. Louis, Mo.

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

ELEVATORS FOR SALE.

Four elevators in Indiana, one in Ohio, three in Illinois and two in Kansas. List your elevators for sale with me.

AARON SMICK, Decatur, Ill.

HOWE HOPPER SCALE.

For sale, two pair of 700-bushels each Howe Hopper Scales, but little used. Guaranteed to be in first-class condition.

WILLIAM T. KEMPER ELEVATOR CO., Kansas City, Mo.

ELEVATOR FOR SALE.

Elevator and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bushels; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. HALDERMAN, Mt. Carroll, Ill.

DO YOU NEED HELP?

Through this department we have helped a great many grain men to sell or rent their grain elevators or sell their second-hand machinery, etc. We can help you. Send your advertisement to-day for insertion in our next issue.

ILLINOIS ELEVATOR.

A good elevator for sale. Located at one of the best grain points in the corn belt of Illinois. Reason for selling, too much other business. Price, \$13,000, including cribs, bins, etc. Address

D. E., Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Scales, second-hand and refitted in good condition at low prices:

One each, 80, 60, 50-ton Railroad Scales.

One each, 10, 6, 5, 4-ton Wagon Scales.

5,000-pound Dormant Scale.

Several Portable and Counter Scales.

Five 250-pound Test Weights.

THE STANDARD SCALE & SUPPLY CO., LTD., 211 Wood St.—242-244 Third Ave., Pittsburg, Pa.

NEW AND SECOND-HAND GASOLINE ENGINES.

If you want the best gasoline engine built, buy a Backus—fewer working parts, slow speed, and built upon honor.

Second-hand 15 h. p. Lambert, 20 h. p. Charter, 60 h. p. New Era, 65 h. p. Foos.

J. MONTGOMERY JOHNSTON, Western Agent Backus Gas Engine, 216 Lake St., Chicago, Ill.

FOR SALE.

Modern 150-barrel mill, almost entirely new machinery, up-to-date system; brick construction, three stories. Two tubular boilers and 100-horsepower engine. Capable of handling in addition to mill of grain for shipment 500,000 bushels annually. Indiana town of 25,000 inhabitants. Finest of schools and railroad facilities. Should earn \$8,500 yearly. Price \$18,000. Would consider choice farming land at actual value as part payment.

AARON SMICK, Decatur, Ill.

Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

M. W. CARDWELL OF OSAGE CITY, KANS.

Has just completed a large elevator, all modern conveniences, and can make shipments of carload lots of CORN, CORN CHOP, CANE, MILLET AND KAFFIR CORN SEEDS. QUICK SHIPMENTS.

C. A. BURKS, Grain Elevator Broker DECATUR, ILLINOIS

Fourteen is the number of elevators which I have sold during the past four months. I keep all correspondence absolutely confidential.

E. R. Ulrich & Sons, SHIPPERS OF WESTERN GRAIN, Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central Illinois: WABASH; CHICAGO & ALTON; I. C.; C. P. & St. L. and PAWNEE.

Main Office, 6th Floor, Illinois National Bank Building, SPRINGFIELD, ILLINOIS.

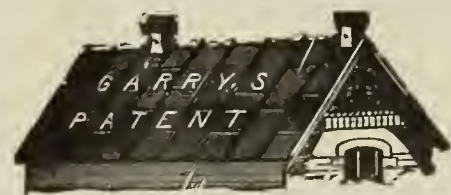
WRITE FOR PRICES DELIVERED. NO WHEAT FOR SALE.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.

168 MERWIN STREET, CLEVELAND, O.

MANUFACTURES



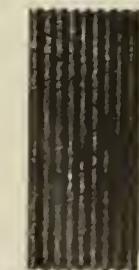
Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

**Corrugated Iron and
Metal Roofing
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS

PEORIA

FRANK HALL & CO.

SUCCESSORS TO E. S. EASTON & CO.

Grain and Commission

324 South Washington Street,

PEORIA, - - ILLINOIS.

WARREN & CO.
GRAIN

Commission Merchants

ROOMS 7 and 9 CHAMBER OF COMMERCE,
PEORIA, ILL.

A. G. TYNG, Jr.

D. D. HALL.

TYNG, HALL & CO.,

Grain and Commission Merchants,

ROOMS 33 AND 35 CHAMBER OF COMMERCE,
PEORIA, ILLINOIS.

T. A. GRIER & CO.

PEORIA, ILL.

**RECEIVERS, BUYERS AND SHIPPERS
OF WHEAT, CORN, OATS AND RYE**

On account of the peculiar character of the season, grain
is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

ESTABLISHED 1875.

P. B. & C. C. MILES

Grain Commission Merchants

BUYERS AND SHIPPERS

36-37 Chamber of Commerce,

PEORIA, ILL.

VAN TASSEL & BUNN

**GRAIN
COMMISSION
MERCHANTS**

Track Buyers and Shippers

ROOMS 44 and 46
CHAMBER OF COMMERCE

PEORIA, ILL.

PHILADELPHIA

L. F. MILLER & SONS,

RECEIVERS AND SHIPPERS OF

Grain, Feed, Seeds, Hay, Etc.

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention
given to the handling of CORN AND OATS.

REFERENCES..... { Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

MILWAUKEE

LEMAN BARTLETT

O. Z. BARTLETT

L. Bartlett & Son,

**GRAIN AND PRODUCE COMMISSION
... MERCHANTS...**

BARLEY A SPECIALTY

Room 23 Chamber of Commerce Bldg.
MILWAUKEE, WIS.

Careful attention given to orders from
Brewers, Malsters and Millers.

DETROIT

William Carson

Thos. G. Craig

John Wynne, Jr.

CARSON, CRAIG & CO.

Successors to Gillett-Hall

**GRAIN AND SEED COMMISSION
STOCKS AND BONDS**

606-612 Chamber of Commerce, DETROIT, MICH.

We Solicit consignments of grain, or will make bids on same
f. o. b. stations, or track Detroit.

Reference: Old Detroit National Bank.

CAUGHEY & CARRAN

DETROIT, MICH.

Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal
advances.

OFFICES: 620 to 624 Chamber of Commerce
ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

ST. LOUIS

P. P. CONNOR

M. J. CONNOR

GEO. F. POWELL

CONNOR BROS. & CO.

GRAIN AND HAY

ST. LOUIS.

MEMBERS OF GRAIN DEALERS' NATIONAL ASSN.

We Solicit Your Consignments of

Grain, Hay and Seeds

G. L. GRAHAM & CO.,

301 Chamber of Commerce, ST. LOUIS, MO.

**BRINSON-WAGGONER
GRAIN CO.**

RECEIVERS AND SHIPPERS OF GRAIN

FUTURE ORDERS EXECUTED

ST. LOUIS, MO.

PICKER & BEARDSLEY

Commission Merchants.

GRAIN, HAY AND GRASS SEEDS.

The Largest Receivers of Consigned Seeds
in St. Louis.

No option trades taken. Strict attention paid to the sale of cash
grain by sample.

St. Louis,

Mo.

BALTIMORE

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

**GRAIN COMMISSION
RECEIVERS AND EXPORTERS.**

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

Thos. H. Botts & Co.

FLOUR, GRAIN AND GENERAL
Commission Merchants

214 Spears Wharf

213 Patterson Street

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner Moore
& Co., RICHMOND, VA.

KIRWAN BROS. GRAIN CO.

BALTIMORE, MD.

BUYERS AND RECEIVERS

GRAIN ~~AND~~ HAY

We solicit your consignments.

MINNEAPOLIS



F. H. PEAVEY & CO.,

MINNEAPOLIS,

GRAIN RECEIVERS.

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

J. L. MCCAULL

D. WEBSTER

R. A. DINSMORE

**The McCaull-Webster
Grain Company**

COMMISSION
MERCHANTS.

MINNEAPOLIS,
MINN.

J. R. WARFIELD, Pres.

WM. GRIFFITHS, Vice-Pres. and Mgr.

C. D. TEARSE, Sec'y and Treas.

**BROOKS = GRIFFITHS CO.,
GRAIN COMMISSION**

OFFICES:
CHICAGO MILWAUKEE
MINNEAPOLIS DULUTH

Consignments and Orders for
Future Delivery Solicited.

PRIVATE WIRES—CHICAGO AND NEW YORK.

511-514 New Chamber of Commerce, Minneapolis, Minn.

DANIEL P. BYRNE & CO.

(Successors to Redmond-Cleary Com. Co.)

ESTABLISHED 1854.

INCORPORATED 1887.

Grain, Hay and Seeds

Chamber of Commerce.

ST. LOUIS, MO.

Selling Grain on Commission a Specialty. Experienced and competent salesmen. The
head of our firm has had 33 years' experience in the grain trade in this market.
Liberal advances on shipments. Prompt returns and remittance of balances.

Correspondence and Consignments Solicited.

GRAIN RECEIVERS

TOLEDO

ESTABLISHED 1846

C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS
OF TOLEDO, OHIOSPECIAL MARKET AND CROP REPORTS FREE.
BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876

W. A. RUNDELL & CO.
GRAIN and SEEDS.We Buy Delivered Toledo or F. O. B. Your Station.
CONSIGNMENTS and FUTURES GIVEN SPECIAL
ATTENTION.Ask for our "Daily Market Letter and Track Bids,"
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO

WILLIAM R. WORTS ARTHUR B. EMMICK

WORTS & EMMICK
Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for
them. We will bid you no matter where you are located. Let us
handle your consignments. Our motto: Success to our patrons. Try us.**REYNOLDS BROS.**

TOLEDO, O.

Buy and Sell Grain.

SELL US YOURS.

If you don't get our bids, ask for
them. Consignments always
welcome. Consign us yours.

J. F. ZAHM. F. W. JAEGER. F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: Toledo Produce Exchange
Chicago Board of Trade,
New York Produce Exchange.Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

TOLEDO

RAYMOND P. LIPE

BUYER OF

HAY, GRAIN and MILL FEEDS
HAY A SPECIALTY.We can use hay in any sort of car that comes to Toledo. Can
also use mixed cars of hay and straw. Write for prices.

The Splitzer Building, - TOLEDO, OHIO

CINCINNATI

JULIUS FLEISCHMANN, President CASPER H. ROWE, Secretary
W. W. GRANGER, Manager**THE UNION GRAIN & HAY CO.**Shippers and Receivers,
CINCINNATI, O.

BUFFALO

DAMAGED
SALVAGE
WET
HEATED**GRAIN**
BOUGHTWrite or wire me when you have anything to offer.
Will come and look at it if the quantity warrants.

WM. B. GALLAGHER, 74 Pearl St., Buffalo, N. Y.

W. W. ALDERConsign Your Grain
To a Strictly**Commission Merchant**

...OUR SPECIALTIES...

Quick Return and Careful Guarding of Our Shippers'
Interests.

Correspondence Invited.

Write for Buffalo Market Letter

81 Board of Trade, BUFFALO, N. Y.

HENRY D. - WATERSGRAIN COMMISSION
MERCHANTCONSIGNMENTS
SOLICITED54 BOARD OF TRADE
BUFFALO, N. Y.

Consign Your Grain to

BURNS BROS.

44 Board Trade, Buffalo, N. Y.

QUICK SALES. IMMEDIATE RETURNS. RELIABLE REPORTS.

Members Grain Dealers National Association.

PITTSBURG

C. A. FOSTER,McCance Block, Cor. Seventh Ave.
and Smithfield St., Pittsburgh, Pa.

Established 1878

Wholesale Grain, Hay and Mill Feed

CONSIGNMENTS SOLICITED.

Reference: The Colonial Trust Co., Pittsburgh, Pa

DANIEL McCAFFREY'S SONS CO.,**Leading Hay Dealers**

PITTSBURG, PA.

Established 1867.

Reference: Duquesne National Bank.

CONSIGNMENTS SOLICITED.

GEIDEL & CO.,**Leading Mill Feed Dealers,
GRAIN, HAY AND STRAW.**MEMBERS OF
National Hay Association,
Pittsburg Grain and Flour Exchange.

PITTSBURG, PA.

WE USE ROBINSON'S CIPHER.

D. G. STEWART,

PITTSBURGH, PA.

... WHOLESALE DEALER IN ...

Grain, Hay & Mill Feed

Proprietor Iron City Grain Elevator.

CONSIGNMENTS SOLICITED.

NEW YORK CITY

BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN

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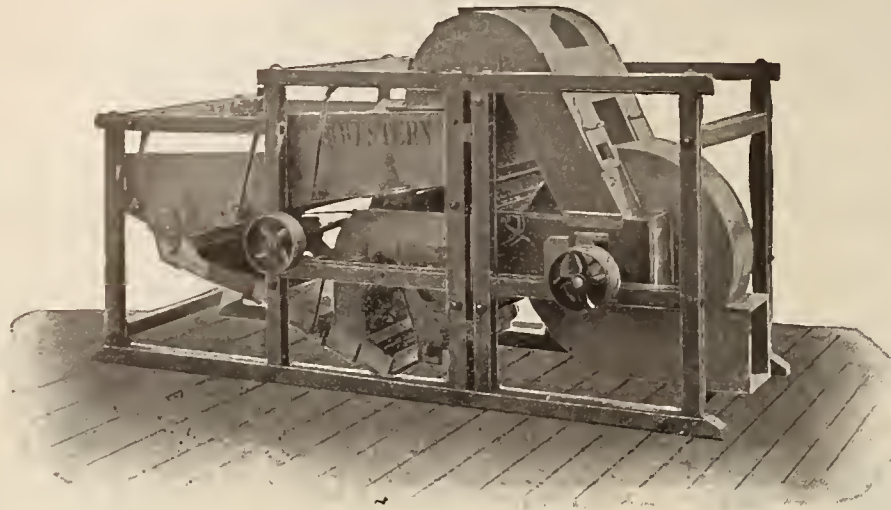
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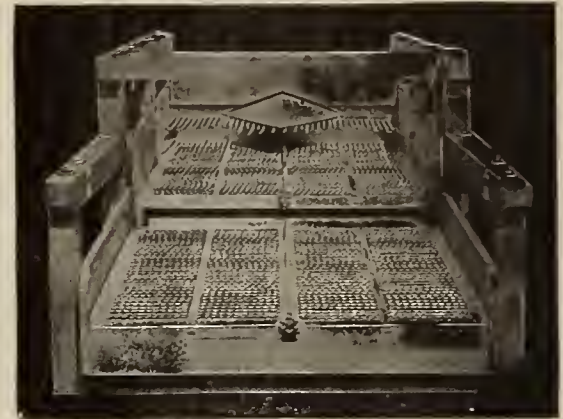
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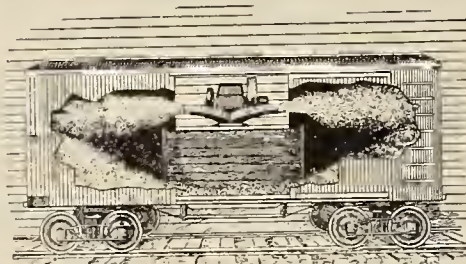
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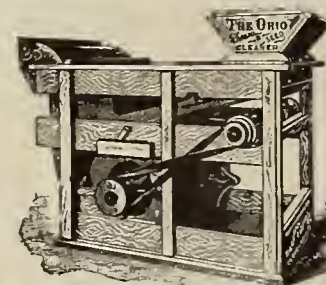
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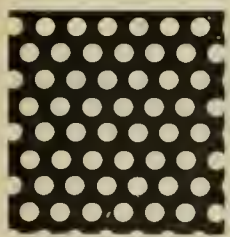
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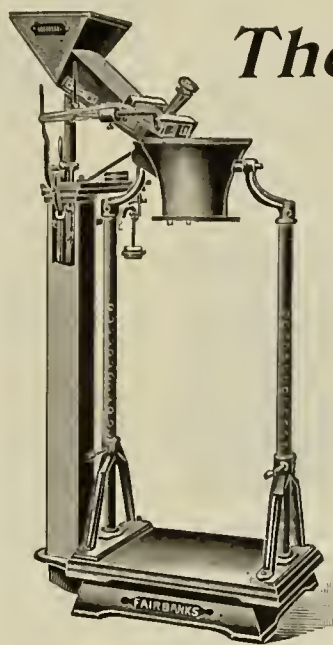
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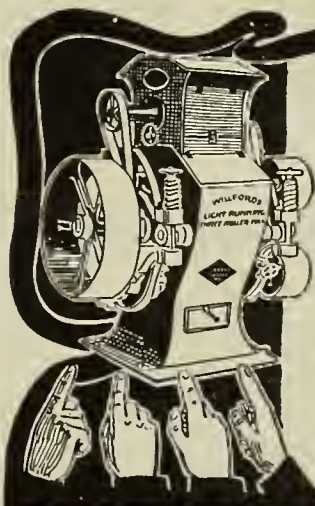
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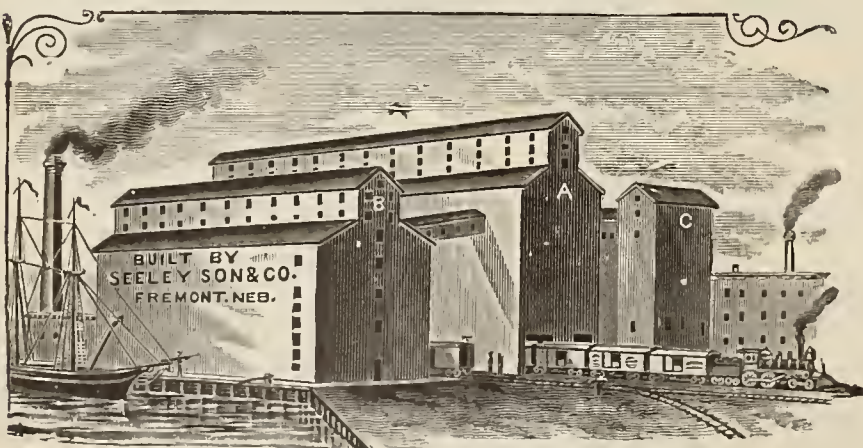
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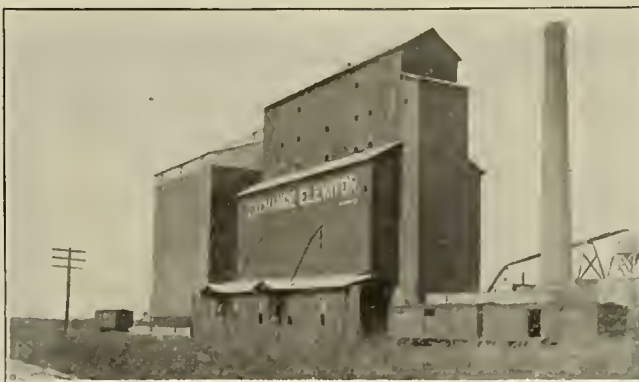
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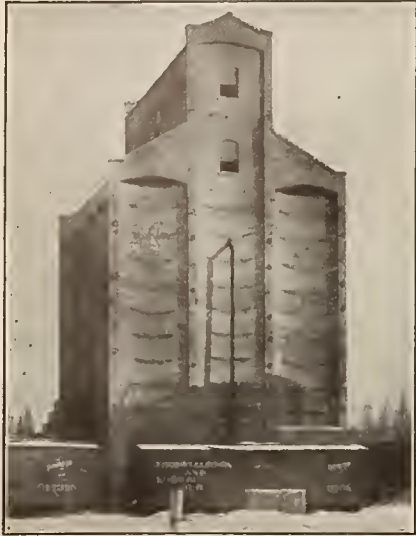
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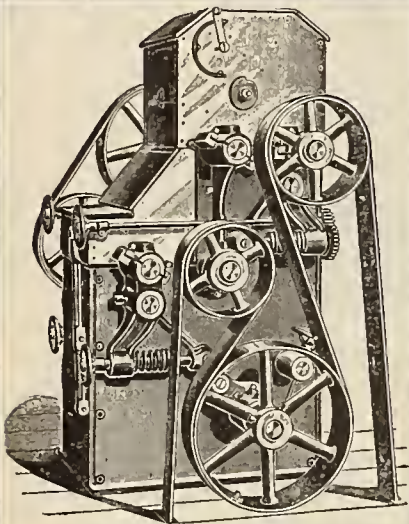
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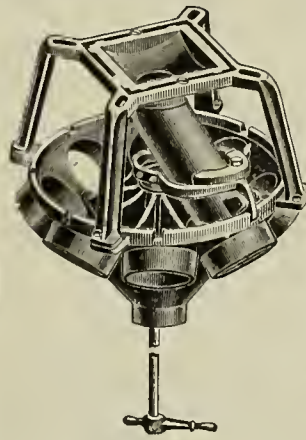
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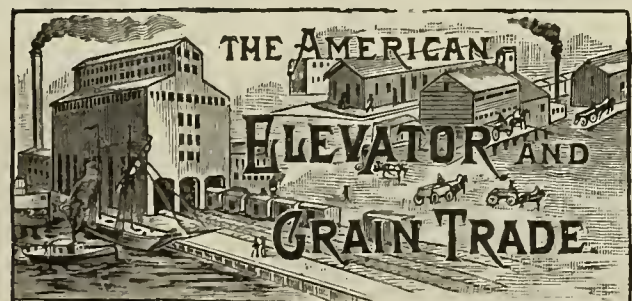
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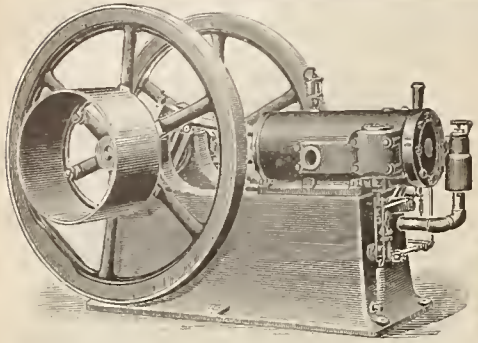
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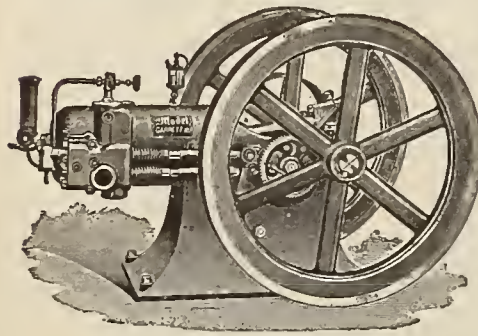
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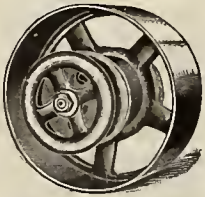
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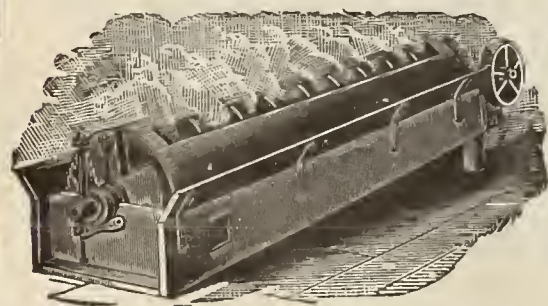
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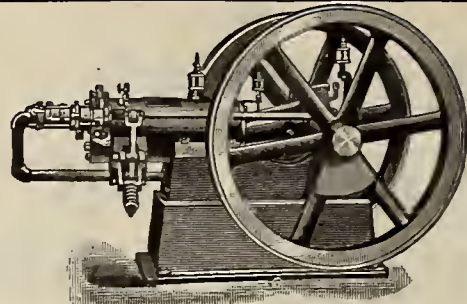
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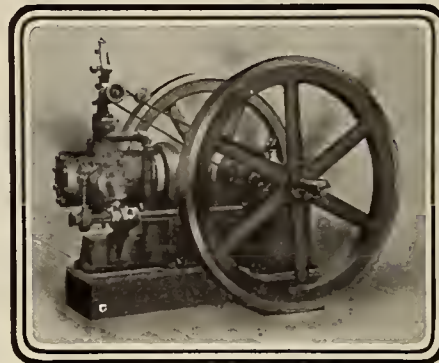
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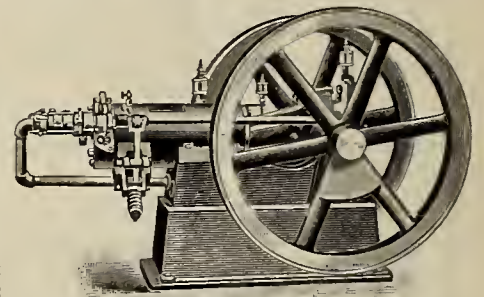
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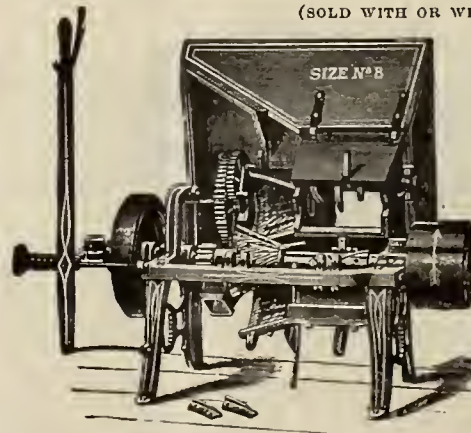
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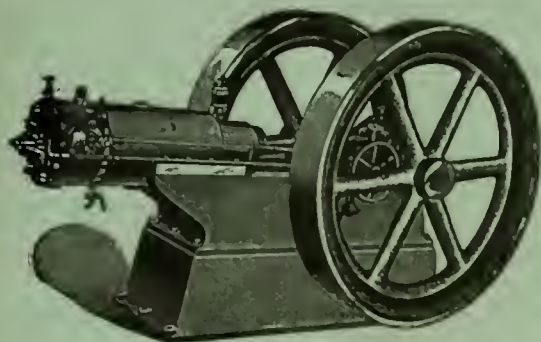
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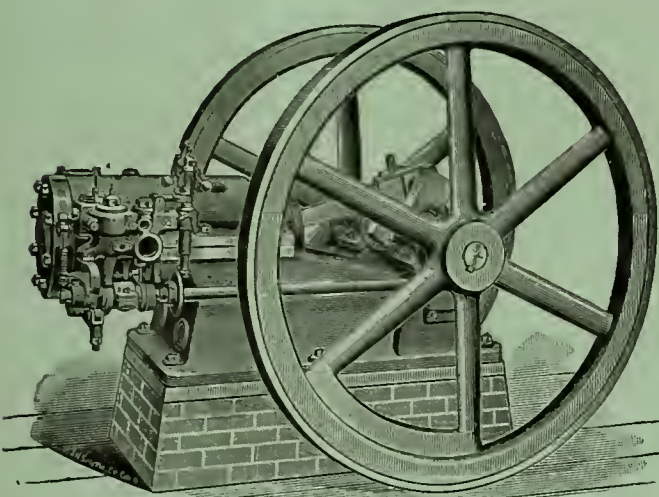
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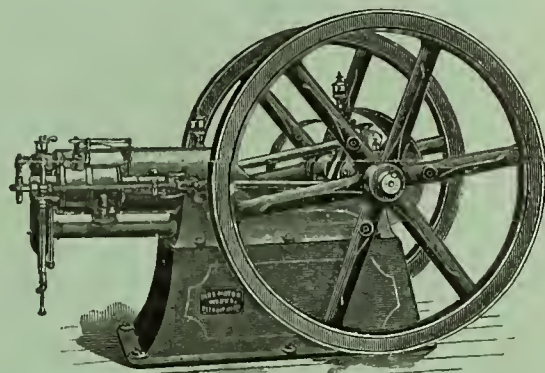
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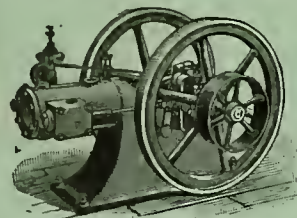
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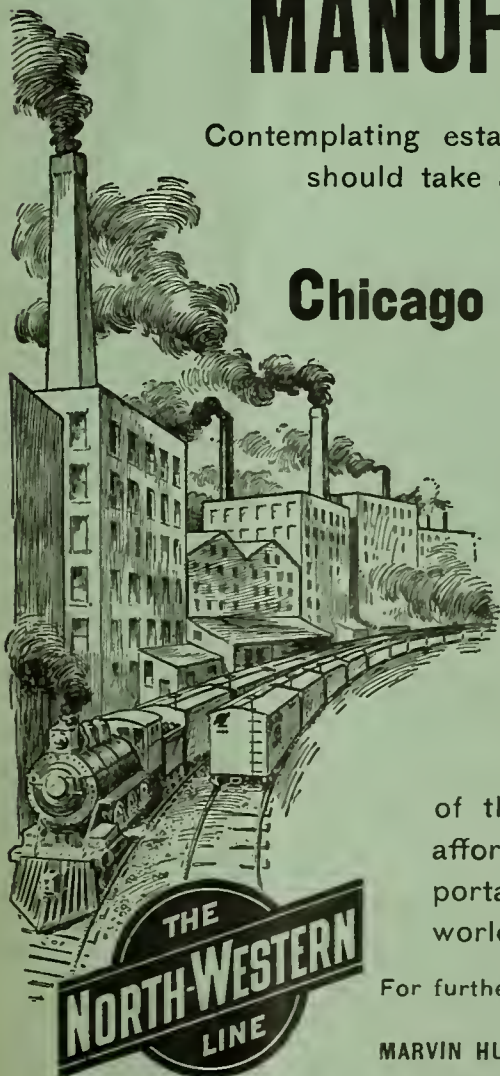
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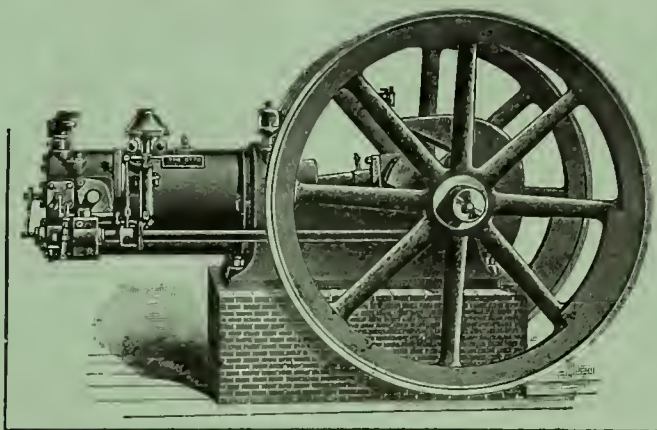
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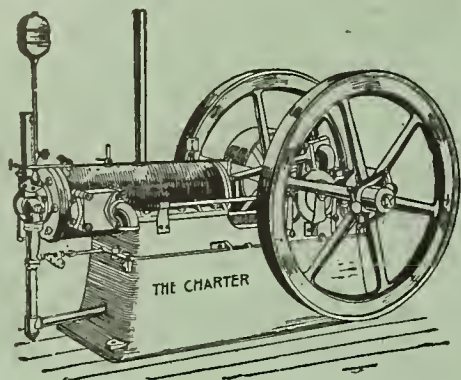
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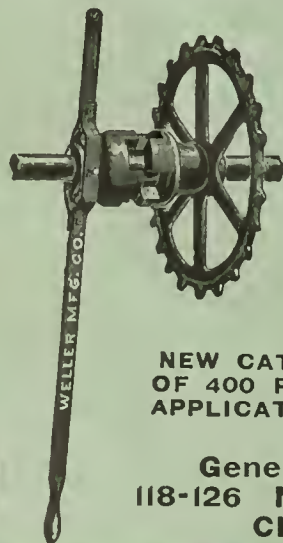
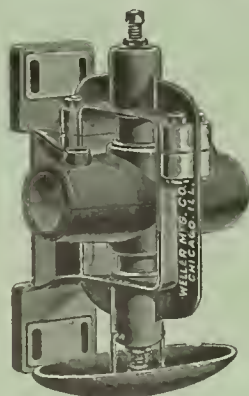
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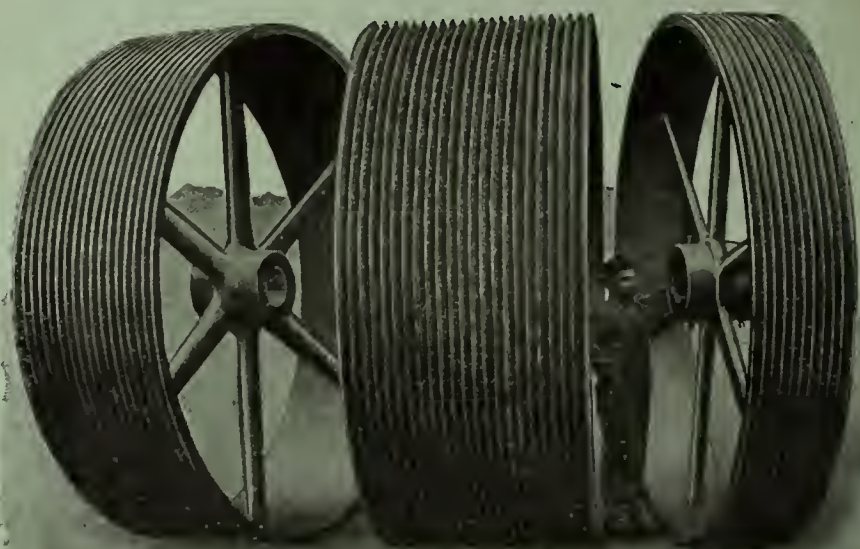
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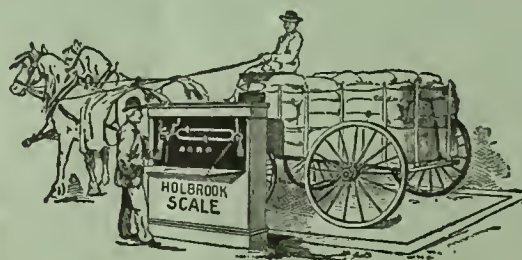


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